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| --- | --- | --- | --- | --- | --- | --- |
|  | (EU) 965/2012, Del-ORO  *(Rev. 2020-08-26)* | | | | |  |
|  | | | | | | |
| Operatör | | | | | | |
|  | | | | | | |
| Tillståndsnummer eller organisationsnummer | | | Ifylld EASA Form 2 | | | |
|  | | |  | | | |
|  | | | | | Bilaga nummer | |
| Relevant elements defined in the mandatory part of the Operational Suitability Data (OSD) established in accordance with Regulation (EU) No 748/2012 are taken into account | | | | |  | |
| Transportstyrelsen | | | | | | |
| Ärendenummer | | Handläggare | | Berörda sektioner/samråd | | |
|  | |  | |  | | |
| Information | | | | | | |
|  | | | | | | |
| Denna checklista är avsedd att vara ett stöd för att uppnå regeluppfyllelse mot Del-ORO i Kommissionens Förordning (EU) nr 965/2012.  Vid diskrepanser mellan detta dokument och aktuella förordningar är det de publicerade förordningarna på EASAs hemsida som gäller.  Relevanta regelparagrafer i detta dokument följs av en ruta där operatören anger var i manualverket paragrafen omhändertagits och detta ska skrivas på detaljnivå för att underlätta och påskynda granskning och handläggning, exempelvis ”OM-A 8.1.3.4”. | | | | | | |
| ORO.GEN.110 Operator responsibilities | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.110 | | |  | | |  |
| AMC1 ORO.GEN.110(a) Security training programme for crew members – CAT operations | | |  | | |  |
| AMC2 ORO.GEN.110(a) Security training programme for ground personnel – CAT operations  *Note: Träningsprogrammen skall innehålla nationella krav i tillägg till de krav som bolaget har* | | |  | | |  |
| GM1 ORO.GEN.110(a) Security training programme for crew members | | |  | | |  |
| AMC1 ORO.GEN.110(c) Operational control | | |  | | |  |
| GM1 ORO.GEN.110(c) Operational control | | |  | | |  |
| AMC1 ORO.GEN.110(e) MEL training programme | | |  | | |  |
| AMC2 ORO.GEN.110(e) Ground operations with passengers on board in the absence of flight crew | | |  | | |  |
| GM1 ORO.GEN.110(e) Ground personnel | | |  | | |  |
| GM2 ORO.GEN.110(e) Aerodrome services | | |  | | |  |
| AMC1 ORO.GEN.110(f) Sterile flight crew compartment | | |  | | |  |
| GM1 ORO.GEN.110(f) Sterile flight crew compartment | | |  | | |  |
| AMC1 ORO.GEN.110(f)(h) Establishment of procedures | | |  | | |  |
| ORO.GEN.115 Application for an AOC | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.115 | | |  | | |  |
| ORO.GEN.120 Means of compliance | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.120 | | |  | | |  |
| AMC1 ORO.GEN.120(a) Demonstration of compliance | | |  | | |  |
| ORO.GEN.125 Terms of approval and privileges of and AOC holder | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.125 | | |  | | |  |
| AMC1 ORO.GEN.125 Management system documentation | | |  | | |  |
| ORO.GEN.130 Changes related to and AOC holder | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.130 | | |  | | |  |
| AMC1 ORO.GEN.130 Application time frames | | |  | | |  |
| GM1 ORO.GEN.130(a) General | | |  | | |  |
| GM2 ORO.GEN.130(a) Change of name | | |  | | |  |
| AMC1 ORO.GEN.130(b) Management of changes requiring prior approval | | |  | | |  |
| GM1 ORO.GEN.130(b) Changes requiring prior approval | | |  | | |  |
| ORO.GEN.135 Continued validity of an AOC | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.135 | | |  | | |  |
| ORO.GEN.140 Access | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.140 | | |  | | |  |
| ORO.GEN.150 Findings | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.150 | | |  | | |  |
| AMC1 ORO.GEN.150(b) General | | |  | | |  |
| GM1 ORO.GEN.150 General | | |  | | |  |
| ORO.GEN.155 Immediate reaction to a safety problem | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.155 | | |  | | |  |
| ORO.GEN.160 Occurrence reporting | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.160 | | |  | | |  |
| AMC1 ORO.GEN.160 General | | |  | | |  |
| AMC2 ORO.GEN.160 Reportable events of PBN operations | | |  | | |  |
| ORO.GEN.200 Management system | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.200(a)(1) clearly defined lines of responsibility and accountability throughout the operator, including a direct safety accountability of the accountable manager; | | |  | | |  |
| ORO.GEN.200(a)(2) a description of the overall philosophies and principles of the operator with regard to safety, referred to as the safety policy; | | |  | | |  |
| ORO.GEN.200(a)(3) the identification of aviation safety hazards entailed by the activities of the operator, their evaluation and the management of associated risks, including taking actions to mitigate the risk and verify their effectiveness; | | |  | | |  |
| ORO.GEN.200(a)(4) maintaining personnel trained and competent to perform their tasks; | | |  | | |  |
| ORO.GEN.200(a)(5) documentation of all management system key processes, including a process for making personnel aware of their responsibilities and the procedure for amending this documentation; | | |  | | |  |
| ORO.GEN.200(a)(6) a function to monitor compliance of the operator with the relevant requirements. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary; | | |  | | |  |
| ORO.GEN.200(a)(7) any additional requirements that are prescribed in the relevant Subparts of this Annex or other applicable Annexes. | | |  | | |  |
| ORO.GEN.200(b) The management system shall correspond to the size of the operator and the nature and complexity of its activities, taking into account the hazards and associated risks inherent in these activities. | | |  | | |  |
| AMC1 ORO.GEN.200(a)(1);(2);(3);(5) Non-complex operators - general | | |  | | |  |
| AMC1 ORO.GEN.200(a)(1) complex operators – organisation and accountabilities | | |  | | |  |
| GM1 ORO.GEN.200(a)(1) Safety Manager + Competencies of the safety manager | | |  | | |  |
| GM2 ORO.GEN.200(a)(1) Complex operators – Safety action group | | |  | | |  |
| GM3 ORO.GEN.200(a)(1) Meaning of the terms ‘Accountability’ and ‘Responsibility’ | | |  | | |  |
| AMC1 ORO.GEN.200(a)(2) Complex operators – Safety policy | | |  | | |  |
| GM1 ORO.GEN.200(a)(2) Safety Policy | | |  | | |  |
| AMC1 ORO.GEN.200(a)(3) Complex operators – Safety risk management | | |  | | |  |
| GM1 ORO.GEN.200(a)(3) Internal safety reporting scheme | | |  | | |  |
| GM2 ORO.GEN.200(a)(3) Risk management of flight operations with known or forecast volcanic ash contamination | | |  | | |  |
| GM3 ORO.GEN.200(a)(3) Safety risk assessment – risk register | | |  | | |  |
| GM4 ORO.GEN.200(a)(3) Complex organisations – Safety risk management – interfaces between organisations | | |  | | |  |
| AMC1 ORO.GEN.200(a)(4) Training and communication on safety | | |  | | |  |
| GM1 ORO.GEN.200(a)(4) Training and communication on safety | | |  | | |  |
| AMC1 ORO.GEN.200(a)(5) Management system documentation - general | | |  | | |  |
| AMC2 ORO.GEN.200(a)(5) Complex operators – Safety Management Manual | | |  | | |  |
| GM1 ORO.GEN.200(a)(5) Management system documentation - general | | |  | | |  |
| AMC1 ORO.GEN.200(a)(6) Compliance monitoring - general | | |  | | |  |
| GM1 ORO.GEN.200(a)(6) Compliance monitoring - general | | |  | | |  |
| GM2 ORO.GEN.200(a)(6) Complex operators – Compliance monitoring programme | | |  | | |  |
| GM3 ORO.GEN.200(a)(6) Non-complex operators – Compliance monitoring | | |  | | |  |
| GM4 ORO.GEN.200(a)(6) Audit and inspection | | |  | | |  |
| AMC1 ORO.GEN.200(b) Size, nature and complexity of the activity | | |  | | |  |
| ORO.GEN.205 Contracted activities | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.205 | | |  | | |  |
| AMC1 ORO.GEN.205 Responsibility when contracting activities | | |  | | |  |
| AMC2 ORO.GEN.205 Third-party providers | | |  | | |  |
| GM1 ORO.GEN.205 Contracting - general | | |  | | |  |
| GM2 ORO.GEN.205 Responsibility when contracting activities | | |  | | |  |
| ORO.GEN.210 Personnel requirements | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.210 | | |  | | |  |
| AMC1 ORO.GEN.210(a) Information on the accountable manager | | |  | | |  |
| GM1 ORO.GEN.210(a) Function of the accountable manager | | |  | | |  |
| ORO.GEN.215 Facility requirements | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.215 | | |  | | |  |
| ORO.GEN.220 Record-keeping | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.220 | | |  | | |  |
| AMC1 ORO.GEN.220(b) General | | |  | | |  |
| GM1 ORO.GEN.220(b) Records | | |  | | |  |
| ORO.GEN.310 Use of aircraft listed on an AOC for non-commercial operations and specialised operations | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.GEN.310 | | |  | | |  |
| GM1 ORO.GEN.310 Examples of possible scenarios for the use of aircraft listed on an AOC | | |  | | |  |
| GM2 ORO.GEN.310 Specific approvals | | |  | | |  |
| GM1 ORO.GEN.310 Exceeding 30 days of continuous operation | | |  | | |  |
| AMC1 ORO.GEN.310(b);(e) Responsibilities of the AOC holder | | |  | | |  |
| GM1 ORO.GEN.310(d) Continuing airworthiness management | | |  | | |  |
| AMC1 ORO.GEN.310(b);(d);(f) Responsibilities of the other operator | | |  | | |  |
| ORO.AOC.100 Application for an air operator certificate | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.AOC.100 | | |  | | |  |
| AMC1 ORO.AOC.100 Application time frames | | |  | | |  |
| AMC1 ORO.AOC.100(a) Operator security programme | | |  | | |  |
| GM1 ORO.AOC.100(c) Meaning of certificate of airworthiness | | |  | | |  |
| ORO.AOC.105 Operations specifications and privileges of and AOC holder | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.AOC.105 | | |  | | |  |
| ORO.AOC.110 Leasing agreement | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.AOC.110 | | |  | | |  |
| AMC1 ORO.AOC.110 General | | |  | | |  |
| AMC1 ORO.AOC.110(c) Wet lease-in agreement with a third-country operator | | |  | | |  |
| AMC2 ORO.AOC.110(c) Wet lease-in | | |  | | |  |
| GM1 ORO.AOC.110(c) Short-term wet lease-in with a third-country operator | | |  | | |  |
| AMC1 ORO.AOC.110(f) Wet lease-out | | |  | | |  |
| ORO.AOC.115 Code-share agreements | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.AOC.115 | | |  | | |  |
| AMC1 ORO.AOC.115(a)(1) Initial verification of compliance | | |  | | |  |
| AMC1 ORO.AOC.115(b) Code-share audit programme | | |  | | |  |
| AMC2 ORO.AOC.115(b) Third party providers | | |  | | |  |
| ORO.AOC.120 Approvals to provide cabin crew training and to issue cabin crew attestations | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.AOC.120 | | |  | | |  |
| ORO.AOC.125 Non-commercial operations of an AOC holder with aircraft listed on its AOC | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.AOC.125 | | |  | | |  |
| AMC1 ORO.AOC.125(a) Flight and duty time limitations and rest requirements | | |  | | |  |
| AMC2 ORO.AOC.125(a) Applicable requirements | | |  | | |  |
| AMC1 ORO.AOC.125(a)(2) Different operating procedures for non-commercial operations | | |  | | |  |
| AMC2 ORO.AOC.125(a)(2) Planning flights with an increased level of risk | | |  | | |  |
| GM1 ORO.AOC.125(a)(2) Examples of different operating procedures applied to non-commercial operations | | |  | | |  |
| ORO.AOC.130 Flight data monitoring - aeroplanes | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.AOC.130 | | |  | | |  |
| AMC1 ORO.AOC.130 Flight data monitoring (FDM) programme | | |  | | |  |
| GM1 ORO.AOC.130 Definition of an FDM programme | | |  | | |  |
| Appendix 1 to AMC1 ORO.AOC.130 Table of FDM events | | |  | | |  |
| GM2 ORO.AOC.130 Flight data monitoring | | |  | | |  |
| ORO.AOC.135 Personnel requirements | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.AOC.135 | | |  | | |  |
| AMC1 ORO.AOC.135(a) Nominated persons | | |  | | |  |
| AMC2 ORO.AOC.135(a) Combination of nominated persons responsibilities | | |  | | |  |
| GM1 ORO.AOC.135(a) Nominated persons | | |  | | |  |
| GM2 ORO.AOC.135(a) Competence of nominated persons | | |  | | |  |
| ORO.AOC.140 Facility requirements | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.AOC.140 | | |  | | |  |
| GM1 ORO.AOC.140(b);(c) VFR day operations with aeroplanes with a MOPSC of less than 7 and helicopters with a MOPSC of less than 5 taking off and landing at the same aerodrome or operating site | | |  | | |  |
| ORO.AOC.150 Documentation requirements | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.AOC.150 | | |  | | |  |
| GM1 ORO.SPO.100(c)(1) Short-term wet lease-in | | |  | | |  |
| ORO.DEC.100 Declaration | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.DEC.100 | | |  | | |  |
| AMC1 ORO.DEC.100(d) Changes | | |  | | |  |
| GM1 ORO.DEC.100 General | | |  | | |  |
| ORO.SPO.100 Common requirements for commercial specialised operators | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.SPO.100 | | |  | | |  |
| AMC1 ORO.SPO.100(a) Nominated persons | | |  | | |  |
| AMC2 ORO.SPO.100(a) Combination of nominated persons responsibilities | | |  | | |  |
| GM1 ORO.SPO.100(a) Nominated persons | | |  | | |  |
| GM2 ORO.SPO.100(a) Competence of nominated persons | | |  | | |  |
| AMC1 ORO.SPO.100(c) Leasing of third country operator or aircraft – information to be provided to the competent authority | | |  | | |  |
| GM1 ORO.SPO.100(c) Lease agreements between operators registered in an EU member state | | |  | | |  |
| AMC1 ORO.SPO.100(c)(1) Wet lease-in of an aircraft registered in a third country | | |  | | |  |
| AMC2 ORO.SPO.100(c)(1) Wet lease-in | | |  | | |  |
| GM1 ORO.SPO.100(c)(1) Short-term wet lease-in | | |  | | |  |
| ORO.SPO.110 Authorisation of high risk commercial specialised operations | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.SPO.110 | | |  | | |  |
| GM1 ORO.SPO.110(a) Declaration/authorisation | | |  | | |  |
| GM2 ORO.SPO.110(a) Validity of the authorisation | | |  | | |  |
| ORO.SPO.115 Changes | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.SPO.115 | | |  | | |  |
| GM1 ORO.SPO.115(a) General | | |  | | |  |
| ORO.SPO.120 Continued validity | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.SPO.120 | | |  | | |  |
| ORO.MLR.100 Operations manual - general | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.MLR.100 | | |  | | |  |
| AMC1 ORO.MLR.100 General | | |  | | |  |
| AMC2 ORO.MLR.100 Contents of the operations manual for certain types of operations | | |  | | |  |
| AMC3 ORO.MLR.100 Contents – CAT operations | | |  | | |  |
| AMC4 ORO.MLR.100 Contents – Non-commercial specialised operations with complex motor-powered aircraft and commercial specialised operations | | |  | | |  |
| GM1 ORO.MLR.100(k) Human Factor principles | | |  | | |  |
| ORO.MLR.101 Operations manual – structure for commercial air transport | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.MLR.100 | | |  | | |  |
| ORO.MLR.105 | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.MLR.105 | | |  | | |  |
| GM1 ORO.MLR.105(a) General | | |  | | |  |
| AMC1 ORO.MLR.105(c) Amendments to the MEL following changes to the MMEL – applicable changes and acceptable timescales | | |  | | |  |
| AMC1 ORO.MLR.105(d) MEL format | | |  | | |  |
| AMC1 ORO.MLR.105(d)(1) MEL preamble | | |  | | |  |
| AMC1 ORO.MLR.105(d)(3) Scope of the MEL | | |  | | |  |
| AMC2 ORO.MLR.105(d)(3) Extent of the MEL | | |  | | |  |
| GM1 ORO.MLR.105(d)(3) Scope of the MEL | | |  | | |  |
| GM2 ORO.MLR.105(d)(3) Purpose of the MEL | | |  | | |  |
| GM1 ORO.MLR.105(e);(f) Rectification interval (RI) | | |  | | |  |
| AMC1 ORO.MLR.105(f) Rectification interval extension (RIE) – operator procedures for the approval by the competent authority and notification to the competent authority | | |  | | |  |
| GM1 ORO.MLR.105(f) Rectification interval extension (RIE) | | |  | | |  |
| AMC1 ORO.MLR.105(g) Operational and maintenance procedures | | |  | | |  |
| GM1 ORO.MLR.105(g) Operational and maintenance procedures | | |  | | |  |
| AMC1 ORO.MLR.105(h) Operational and maintenance procedures – applicable changes | | |  | | |  |
| AMC1 ORO.MLR.105(j) Operation of an aircraft within the constraints of the MMEL – operator’s procedures for the approval by the competent authority | | |  | | |  |
| GM1 ORO.MLR.105(j) Operation of an aircraft within the constraints of the MMEL – operator’s procedures for the approval by the competent authority | | |  | | |  |
| ORO.MLR.110 Journey log | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.MLR.110 | | |  | | |  |
| AMC1 ORO.MLR.110 General | | |  | | |  |
| GM1 ORO.MLR.110 Series of flights | | |  | | |  |
| ORO.MLR.115 Record-keeping | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.MLR.115 | | |  | | |  |
| AMC1 ORO.MLR.115 Training records | | |  | | |  |
| GM1 ORO.MLR.110(c) Personnel records | | |  | | |  |
| GM1 ORO.MLR.110(d) Training, checking and qualification records | | |  | | |  |
| ORO.SEC.100 Flight crew compartment security - aeroplanes | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.SEC.100 | | |  | | |  |
| ORO.SEC.105 Flight crew compartments security - helicopters | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.SEC.105 | | |  | | |  |
| ORO.FC.005 Scope | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.005 | | |  | | |  |
| ORO.FC.100 Composition of flight crew | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.100 | | |  | | |  |
| AMC1 ORO.FC.100(c) Operational multi-pilot limitation (OML) | | |  | | |  |
| ORO.FC.105 Designation as pilot-in.command/commander | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.105 | | |  | | |  |
| AMC1 ORO.FC.105(b)(2);(c) Route/area and aerodrome knowledge for commercial operations | | |  | | |  |
| GM1 ORO.FC.105(b)(2) Environmental knowledge related to the prevention of aeroplane upsets | | |  | | |  |
| AMC1 ORO.FC.105(c) Route/area and aerodrome recency | | |  | | |  |
| AMC2 ORO.FC.105(c) Route/area and arodrome recency – performance class B aeroplanes operated under VFR by night or IFR in CAT operations and commercial operations other than CAT | | |  | | |  |
| GM1 ORO.FC.105(d) Performance class B aeroplanes operated under VFR by day in CAT operations | | |  | | |  |
| ORO.FC.110 Flight engineer | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.110 | | |  | | |  |
| ORO.FC.115 Crew resource management (CRM) training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.115 | | |  | | |  |
| AMC1 ORO.FC.115 CRM training – multi-pilot operations | | |  | | |  |
| AMC2 ORO.FC.115 CRM training – single pilot operations | | |  | | |  |
| AMC3 ORO.FC.115 Flight crew CRM trainer | | |  | | |  |
| GM1 ORO.FC.115 General | | |  | | |  |
| GM2 ORO.FC.115 Training environment, trainers and instructors | | |  | | |  |
| GM3 ORO.FC.115 Minimum training times | | |  | | |  |
| GM4 ORO.FC.115 Design, implementation and evaluation of CRM training | | |  | | |  |
| GM5 ORO.FC.115 Resilience development | | |  | | |  |
| GM6 ORO.FC.115 Non-technical skills assessment | | |  | | |  |
| GM7 ORO.FC.115 Flight crew CRM trainer assessment | | |  | | |  |
| ORO.FC.120 Operator conversion training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.120 | | |  | | |  |
| AMC1 ORO.FC.120&130 Flight path management (manual or automatic, as appropriate) during unreliable airspeed indication and other failures at high altitude in aeroplanes with a maximum cruising altitude above FL300 | | |  | | |  |
| ORO.FC.125 Differences training and familiarisation training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.125 | | |  | | |  |
| AMC1 ORO.FC.125 General | | |  | | |  |
| ORO.FC.130 Recurrent training and checking | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.130 | | |  | | |  |
| ORO.FC.135 Pilot qualification to operate in either pilot’s seat | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.135 | | |  | | |  |
| ORO.FC.140 Operation on more than one type or variant | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.140 | | |  | | |  |
| ORO.FC.145 Provision of training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.145 | | |  | | |  |
| AMC1 ORO.FC.145(b) Non-mandatory (recommendation) elements of operational suitability data | | |  | | |  |
| AMC1 ORO.FC.145(d) Full flight simulators (FFS) | | |  | | |  |
| ORO.FC.200 Composition of flight crew | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.200 | | |  | | |  |
| AMC1 ORO.FC.200(a) Crewing of inexperienced flight crew members | | |  | | |  |
| ORO.FC.201 In-flight relief of flight crew members | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.201 | | |  | | |  |
| ORO.FC.202 Single-pilot operations under IFR or at night | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.202 | | |  | | |  |
| Oro.FC.205 Command course | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.205 | | |  | | |  |
| AMC1 ORO.FC.205 Combined upgrading and conversion course - helicopter | | |  | | |  |
| ORO.FC.215 Initial operator’s crew resource management (CRM) training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.215 | | |  | | |  |
| AMC1 ORO.FC.215 Training elements and trainer qualification | | |  | | |  |
| ORO.FC.220 Operator conversion training and checking | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.220 | | |  | | |  |
| AMC1 ORO.FC.220 Operator conversion training syllabus | | |  | | |  |
| AMC1 ORO.FC.220&230 Upset prevention and recovery training (UPRT) for complex motor-powered aeroplanes with a maximum operational passenger seating configuration (MOPSC) of more than 19 | | |  | | |  |
| AMC2 ORO.FC.220 Operator conversion training syllabus – flight engineers | | |  | | |  |
| AMC2 ORO.FC.220&230 Upset prevention and recovery training (UPRT) for complex motor-powered aeroplanes with a maximum operational passenger seating configuration (MOPSC) of 19 or less | | |  | | |  |
| GM1 ORO.FC.220(c) Operator conversion course (OCC) for multi-crew pilot licence (MPL) holders | | |  | | |  |
| GM1 ORO.FC.220&230 Upset prevention and recovery training (UPRT) for complex motor-powered aeroplanes | | |  | | |  |
| GM2 ORO.FC.220&230 Upset prevention training for complex motor-powered aeroplanes | | |  | | |  |
| GM3 ORO.FC.220&230 Upset recovery training for complex motor-powered aeroplanes | | |  | | |  |
| GM5 ORO.FC.220&230 Personnel providing FSTD upset prevention and recovery training (UPRT) | | |  | | |  |
| GM1 ORO.FC.220(b) Completion of an operator’s conversion course | | |  | | |  |
| GM1 ORO.FC.220(d) Line flying under supervision | | |  | | |  |
| ORO.FC.230 Recurrent training and checking | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.230 | | |  | | |  |
| AMC1 ORO.FC.230 Recurrent training syllabus | | |  | | |  |
| AMC1 ORO.FC.220&230 Upset prevention and recovery training (UPRT) for complex motor-powered aeroplanes with a maximum operational passenger seating configuration (MOPSC) of more than 19 | | |  | | |  |
| AMC2 ORO.FC.230 Flight engineers | | |  | | |  |
| AMC2 ORO.FC.220&230 Upset prevention and recovery training (UPRT) for complex motor-powered aeroplanes with a maximum operational passenger seating configuration (MOPSC) of 19 or less | | |  | | |  |
| GM1 ORO.FC.230 Line check and proficiency training and checking | | |  | | |  |
| GM1 ORO.FC.220&230 Upset prevention and recovery training (UPRT) for complex motor-powered aeroplanes | | |  | | |  |
| GM1 ORO.FC.230(a);(b);(f) Evidence-based recurrent training and checking of flight crew conducted in flight simulation training devices (FSTDS) | | |  | | |  |
| GM2 ORO.FC.220&230 Upset prevention training for complex motor-powered aeroplanes | | |  | | |  |
| GM3 ORO.FC.220&230 Upset recovery training for complex motor-powered aeroplanes | | |  | | |  |
| GM5 ORO.FC.220&230 Personnel providing FSTD upset prevention and recovery training (UPRT) | | |  | | |  |
| ORO.FC.235 Pilot qualification to operate in either pilot’s seat | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.235 | | |  | | |  |
| AMC1 ORO.FC.235(d) Single-engine helicopters – autorotative landing | | |  | | |  |
| GM1 ORO.FC.235(f);(g) Differences between left and right-hand seats | | |  | | |  |
| ORO.FC.240 Operation on more than one type or variant | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.240 | | |  | | |  |
| AMC1 ORO.FC.240 General | | |  | | |  |
| AMC2 ORO.FC.240 General | | |  | | |  |
| ORO.FC.A.245 Alternative training and qualification programme (ATQP) | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.A.245 | | |  | | |  |
| AMC1 ORO.FC.A.245 Components and implementation | | |  | | |  |
| GM1 ORO.FC.A.245 Terminology | | |  | | |  |
| GM2 ORO.FC.A.245 Evidence-based recurrent training and checking of flight crew conducted in flight simulation training devices (FSTDs) | | |  | | |  |
| AMC1 ORO.FC.A.245(a) Operator experience | | |  | | |  |
| AMC1 ORO.FC.A.245(d)(e)(2) Combination of checks | | |  | | |  |
| ORO.FC.A.250 Commanders holding a CPL(A) | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.A.250 | | |  | | |  |
| ORO.FC.H.250 Commanders holding a CPL (H) | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.H.250 | | |  | | |  |
| ORO.FC.330 Recurrent training and checking – operator proficiency check | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FC.330 | | |  | | |  |
| ORO.CC.005 Scope | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.005 | | |  | | |  |
| ORO.CC.100 Number and composition of cabin crew | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.100 | | |  | | |  |
| AMC1 ORO.CC.100 Determination of the number and composition of cabin crew | | |  | | |  |
| GM1 ORO.CC.100 Minimum number of cabin crew | | |  | | |  |
| AMC1 ORO.CC.100(d)(2) Procedures for non-commercial operations with no operating cabin crew on board an aircraft with a MOPSC of more than 19 and maximum 19 passengers | | |  | | |  |
| GM1 ORO.CC.100(d)(2) Categories of passengers | | |  | | |  |
| ORO.CC.110 Conditions for assignment to duties | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.110 | | |  | | |  |
| ORO.CC.115 Conduct of training courses and associated checking | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.115 | | |  | | |  |
| GM1 ORO.CC.115 Equipment and procedures | | |  | | |  |
| AMC1 ORO.CC.115(c) Training methods and training devices | | |  | | |  |
| AMC1 ORO.CC.115(d) Checking | | |  | | |  |
| AMC1 ORO.CC.115(e) Resource management (CRM) training – multi cabin crew operations | | |  | | |  |
| AMC2 ORO.CC.115(e) Crew resource management (CRM) training – single cabin crew operations | | |  | | |  |
| AMC3 ORO.CC.115(e) Cabin crew CRM trainer | | |  | | |  |
| GM1 ORO.CC.115(e) CRM - general | | |  | | |  |
| GM2 ORO.CC.115(e) Minimum training times | | |  | | |  |
| GM3 ORO.CC.115(e) Design, implementation and evaluation of CRM training | | |  | | |  |
| GM4 ORO.CC.115(e) Resilience development | | |  | | |  |
| GM5 ORO.CC.115(e) Cabin crew CRM trainer assessment | | |  | | |  |
| ORO.CC.120 Initial training course | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.120 | | |  | | |  |
| AMC1 ORO.CC.120(a)(1) New entrants in operations other than CAT operations | | |  | | |  |
| ORO.CC.125 Aircraft type specific training and operator conversion training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.125 | | |  | | |  |
| AMC1 ORO.CC.125(c) Training programme – aircraft type specific training | | |  | | |  |
| AMC1 ORO.CC.125(d) Training programme – operator conversion training | | |  | | |  |
| AMC1 ORO.CC.125 & ORO.CC.130 Training programmes | | |  | | |  |
| AMC1 ORO.CC.125(b) & ORO.CC.130(c) Non-mandatory (recommendations) elements of operational suitability data | | |  | | |  |
| ORO.CC.130 Differences training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.130 | | |  | | |  |
| AMC1 ORO.CC.125 & ORO.CC.130 Training programmes | | |  | | |  |
| AMC1 ORO.CC.125(b) & ORO.CC.130(c) Non-mandatory (recommendations) elements of operational suitability data | | |  | | |  |
| ORO.CC.135 Familiarisation | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.135 | | |  | | |  |
| AMC1 ORO.CC.135 Familiarisation flights and aircraft familiarisation visits | | |  | | |  |
| ORO.CC.140 Recurrent training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.140 | | |  | | |  |
| AMC1 ORO.CC.140 Training programmes | | |  | | |  |
| ORO.CC.145 Refresher training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.145 | | |  | | |  |
| AMC1 ORO.CC.145 Training programme | | |  | | |  |
| GM1 ORO.CC.145 Frequency of refresher training | | |  | | |  |
| ORO.CC.200 Senior cabin crew member | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.200 | | |  | | |  |
| AMC1 ORO.CC.200 Training programme | | |  | | |  |
| AMC1 ORO.CC.200(d) Responsibility to the commander | | |  | | |  |
| AMC1 ORO.CC.200(e) Unable to operate | | |  | | |  |
| AMC2 ORO.CC.200(e) Most appropriately qualified cabin crew member | | |  | | |  |
| GM1 ORO.CC.200(e) Replacement of incapacitated or unavailable senior cabin crew member by another senior cabin crew member | | |  | | |  |
| GM2 ORO.CC.200(e) Flight or series of flights | | |  | | |  |
| ORO.CC.205 Reduction of the number of cabin crew members during ground operations and in unforeseen circumstances | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.205 | | |  | | |  |
| GM1 ORO.CC.205(a) Cabin crew present and ready to act | | |  | | |  |
| GM1 ORO.CC.205(b)(2) Unforeseen circumstances | | |  | | |  |
| AMC1 ORO.CC.205(c)(1) Procedures with reduced number of cabin crew | | |  | | |  |
| AMC1 ORO.CC.205(d) Risk assessment for cruise phase operation with a lower number of cabin crew members | | |  | | |  |
| AMC2 ORO.CC.205(d) Specific procedures for cruise phase operation with a lower number of cabin crew members in the passenger compartment | | |  | | |  |
| ORO.CC.210 Additional conditions for assignment to duties | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.210 | | |  | | |  |
| GM1 ORO.CC.210(d) Operator’s cabin crew uniform | | |  | | |  |
| ORO.CC.215 Training and checking programs and related documentation | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.215 | | |  | | |  |
| GM1 ORO.CC.215(b)(2) List of aircraft type/variant qualifications | | |  | | |  |
| ORO.CC.250 Operation on more than one aircraft type or variant | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.250 | | |  | | |  |
| AMC1 ORO.CC.250(b) Determination of aircraft types and variants | | |  | | |  |
| GM1 ORO.CC.250 Safety briefing for cabin crew | | |  | | |  |
| ORO.CC.255 Single cabin crew member operations | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.CC.255 | | |  | | |  |
| ORO.TC.100 Scope | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.TC.100 | | |  | | |  |
| ORO.TC.105 Conditions for assignment to duties | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.TC.105 | | |  | | |  |
| GM1 ORO.TC.105 General | | |  | | |  |
| ORO.TC.110 Training and checking | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.TC.110 | | |  | | |  |
| AMC1 ORO.TC.110 General | | |  | | |  |
| AMC1 ORO.TC.110(a) CRM training | | |  | | |  |
| ORO.TC.115 Initial training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.TC.115 | | |  | | |  |
| AMC1 ORO.TC.115 Elements | | |  | | |  |
| ORO.TC.120 Operator conversion training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.TC.120 | | |  | | |  |
| AMC1 ORO.TC.120&125 Elements | | |  | | |  |
| AMC2 ORO.TC.120&125 General | | |  | | |  |
| ORO.TC.125 Differences training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.TC.125 | | |  | | |  |
| AMC1 ORO.TC.120&125 Elements | | |  | | |  |
| AMC2 ORO.TC.120&125 General | | |  | | |  |
| ORO.TC.130 Familiarisation flights | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.TC.130 | | |  | | |  |
| ORO.TC.135 Recurrent training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.TC.135 | | |  | | |  |
| AMC1 ORO.TC.135 Elements | | |  | | |  |
| ORO.TC.140 Refresher training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.TC.140 | | |  | | |  |
| AMC1 ORO.TC.140 Elements | | |  | | |  |
| ORO.FTL.100 Scope | | | | | | |
|  | | | | | | |
| This Subpart establishes the requirements to be met by an operator and its crew members with regard to flight and duty time limitations and rest requirements for crew members.  ***NOTE:*** *The operator is required to comply with the “Lag (2005:426) om arbetstid m.m. för flygpersonal inom civilflyget” in full. Where that regulation has a more restrictive requirement than those within this FTL regulation, the more restrictive shall be applied.* | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.100 | | |  | | |  |
| CS FTL.1.100 Applicability | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| CS FTL.1.100 | | |  | | |  |
| ORO.FTL.105 Definitions | | | | | | |
|  | | | | | | |
| ***NOTE:*** *“fatigue” means a physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness, circadian phase, or workload (mental and/or physical activity) that can impair a crew member’s alertness and ability to safely operate an aircraft or perform safety related duties [as defined by ICAO in the FRMS Manual Doc 9966].*  ***NOTE:*** *Sweden has decided that all CAT operators with a Swedish AOC (including SAS) shall use ‘early type’ of disruptive schedules.* | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.105 | | |  | | |  |
| GM1 ORO.FTL.105(1) Acclimatised  ***NOTE:*** *The operator shall decide if this definition is required by its operation.* | | |  | | |  |
| GM2 ORO.FTL.105(1) Acclimatised ‘Point of departure’  ***NOTE:*** *The operator shall decide if this definition is required by its operation.* | | |  | | |  |
| GM3 ORO.FTL.105(1) Acclimatised ‘Time elapsed since reporting at reference time’  ***NOTE:*** *The operator shall decide if this definition is required by its operation.* | | |  | | |  |
| GM1 ORO.FTL.105(2) Reference time | | |  | | |  |
| GM1 ORO.FTL.105(3) Adequate furniture for ‘Accomodation’ | | |  | | |  |
| GM1 ORO.FTL.105(8) Determination of disruptive schedules | | |  | | |  |
| GM1 ORO.FTL.105(10) Elements of standby for duty | | |  | | |  |
| GM1 ORO.FTL.105(17) Operating crew member | | |  | | |  |
| ORO.FTL.110 Operator responsibilities | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.110  ***NOTE:*** *The operator is required to demonstrate its associated policies and procedures in order to comply with this implementing rule.* | | |  | | |  |
| AMC1 ORO.FTL.110 Scheduling  ***NOTE:*** *The operator is required to demonstrate its associated policies and procedures in order to comply with this implementing rule.* | | |  | | |  |
| AMC1 ORO.FTL.110(a) Publication of rosters | | |  | | |  |
| AMC1 ORO.FTL.110(j) Operational robustness of rosters | | |  | | |  |
| GM1 ORO.FTL.110(j) Operational robustness of rosters | | |  | | |  |
| ORO.FTL.115 Crew member responsibilities | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.115 | | |  | | |  |
| ORO.FTL.120 Fatigue risk management (FRM) | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.120  *These requirements are only applicable for an operator which applies for FRM.*  *The operators FRM should be proportionate to their size, complexity and the scope of the operational application of FRM. The manual should follow the requirements contained in ICAO Doc.9966, as this is the document it will be audited against. Operators should consider reviewing the FRMS Guidance manual for Operators to support this task. ICAO Guidance documents can be found at:*  [FRMS Manual for Regulators](https://www.icao.int/safety/fatiguemanagement/FRMS%20Tools/Doc%209966%20-%20FRMS%20Manual%20for%20Regulators.pdf)  [FRMS Implementation guide for Operators](https://www.icao.int/safety/fatiguemanagement/FRMS%20Tools/FRMS%20Implementation%20Guide%20for%20Operators%20July%202011.pdf) | | |  | | |  |
| GM1 ORO.FTL.120 ICAO Doc 9966 – Manual for the oversight of fatigue management approaches | | |  | | |  |
| AMC1 ORO.FTL.120(b)(1) CAT operators FRM policy | | |  | | |  |
| AMC2 ORO.FTL.120(b)(2) CAT operators FRM documentation | | |  | | |  |
| GM1 ORO.FTL.120(b)(3) Scientific method | | |  | | |  |
| AMC1 ORO.FTL.120(b)(4) CAT operators identification of hazards | | |  | | |  |
| AMC2 ORO.FTL.120(b)(4) CAT operator risk assessment | | |  | | |  |
| AMC1 ORO.FTL.120(b)(5) CAT operators risk mitigation | | |  | | |  |
| AMC1 ORO.FTL.120(b)(6) CAT operators FRM safety assurance processes | | |  | | |  |
| AMC1 ORO.FTL.120(b)(7) CAT operators FRM promotion process | | |  | | |  |
| ORO.FTL.125 Flight time specification schemes | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.125 | | |  | | |  |
| ORO.FTL.200 Home base | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.200  ***NOTE:*** *The operator shall list its home bases.* | | |  | | |  |
| CS FTL.1.200 Home base | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| CS FTL.1.200 | | |  | | |  |
| GM1 CS FTL.1.200 Travelling time | | |  | | |  |
| ORO.FTL.205 Flight duty period (FDP) | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.205  ***NOTE:*** *The operator is required to demonstrate its associated policies and procedures in order to comply with this implementing rule.*  ***NOTE:*** *Reporting times shall be listed in OM-A chapter 7.*  ***ORO.FTL.205 (b)(2) NOTE:*** *The operator shall decide if this requirement is required by its operation.*  ***ORO.FTL.205(b)(3) NOTE:*** *Only to be used by an operator with a full FRM approval*  ***ORO.FTL.205(c) NOTE:*** *The operator shall list in OM-A chapter 7 any differences in reporting time between flight crew and cabin crew.*  ***NOTE:*** *The operator is required to demonstrate its associated policies and instructions in order to comply with this implementing rule. These instructions must include all of the elements in AMC1 ORO.FTL.205(f).*  ***ORO.FTL.205(g) NOTE:*** *The procedures shall be in accordance with CS FTL.1.205(d)* | | |  | | |  |
| GM1 ORO.FTL.205(a)(1) Reporting times  ***NOTE:*** *The operator is required to define in OM-A chapter 7 the reporting times for their aircraft types and bases. The operator shall demonstrate how the reporting times have been assessed.* | | |  | | |  |
| GM1 ORO.FTL.205(b)(1) Reference time | | |  | | |  |
| AMC1 ORO.FTL.205(f) Unforeseen circumstances in actual flight operations – Commander’s discretion | | |  | | |  |
| GM1 ORO.FTL.205(f)(1)(i) Commander’s discretion | | |  | | |  |
| CS FTL.1.205 Flight duty period (FDP) | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| CS FTL.1.205  ***NOTE:*** *The operator shall decide if the CS rules (c)(1 - 7) are required by its operation.* | | |  | | |  |
| GM1 CS FTL.1.205(a)(2) Night duties – appropriate fatigue risk management  ***NOTE:*** *The operator is required to demonstrate its associated policies and instructions before using this CS.*  *This provision does not need a full FRM approval, but does need a special application and approval by Transportstyrelsen before being used.* | | |  | | |  |
| GM1 CS FTL.1.205(c)(1)(ii) In-flight rest  ***NOTE:*** *The operator shall decide if the GM CS rule below is required by its operation.* | | |  | | |  |
| GM2 CS FTL.1.205(c)(1)(ii) In-flight rest  ***NOTE:*** *The operator shall decide if the GM CS rule below is required by its operation.* | | |  | | |  |
| GM1 CS FTL.1.205(d) Delayed reporting | | |  | | |  |
| ORO.FTL.210 Flight times and duty periods | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.210 | | |  | | |  |
| AMC1 ORO.FTL.210(c) Post-flight duties  ***NOTE:*** *The operator is required to define the post-flight times for its aircraft types and bases. The operator shall demonstrate how the post-flight duty times have been assessed.* | | |  | | |  |
| ***Begränsning av årsarbetstiden***  ***NOTE:*** *With reference to ”Lag (2005:426) om arbetstid m.m. för flygpersonal inom civilflyget”. Ändrad: t.o.m. SFS 2013:613*  ***4 §*** *Den sammanlagda arbetstiden inklusive viss beredskapstjänst får uppgå till högst 2 000 timmar under ett år. Av denna tid får högst 900 timmar utgöras av blocktid. Årsarbetstiden inklusive beredskapstjänst skall så långt det är möjligt spridas jämnt över det år under vilket årsarbetstiden beräknas. Regeringen eller den myndighet regeringen bestämmer får meddela närmare föreskrifter om hur beredskapstjänst skall beaktas vid beräkningen av årsarbetstiden.* | | |  | | |  |
| ORO.FTL.215 Positioning | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.215 | | |  | | |  |
| ORO.FTL.220 Split duty | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.220 | | |  | | |  |
| CS FTL.1.220 Split duty | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| CS FTL.1.220 | | |  | | |  |
| GM1 CS FTL.1.220(b) Post, pre-flight duty and travelling times  ***NOTE:*** *The operator is required to demonstrate in its policies and instructions how these times have been assessed.* | | |  | | |  |
| ORO.FTL.225 Standby and duties at the airport | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.225  ***NOTE:*** *The operator must comply with CS FTL.1.225 in order to demonstrate compliance with the requirements of (f).* | | |  | | |  |
| CS FTL.1.225 Standby | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| CS FTL.1.225  ***NOTE:*** *The operator is required to demonstrate its associated policies and instructions in order to comply with this CS.* | | |  | | |  |
| GM1 CS FTL.1.225 Minimum rest and standby | | |  | | |  |
| GM1 CS FTL.1.225(b) Standby other than airport standby notification  ***NOTE:*** *The operator is required to demonstrate its associated policies and instructions in order to comply with this CS.* | | |  | | |  |
| GM1 CS FTL.1.225(b)(2) Awake time  ***NOTE:*** *The operator is required to demonstrate its associated policies and instructions in order to comply with this CS.* | | |  | | |  |
| ORO.FTL.230 Reserve | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.230 | | |  | | |  |
| GM1 ORO.FTL.230(a) Rostering of reserve | | |  | | |  |
| CS FTL.1.230 Reserve | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| CS FTL.1.230  ***NOTE:*** *The operator is required to demonstrate its associated policies and instructions in order to comply with this CS.* | | |  | | |  |
| GM1 CS FTL.1.230 Reserve notification | | |  | | |  |
| GM2 CS FTL.1.230 Notification in advance | | |  | | |  |
| GM1 CS FTL.1.230(c) Recurrent extended recovery rest | | |  | | |  |
| ORO.FTL.235 Rest periods | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.235 | | |  | | |  |
| GM1 ORO.FTL.235(a)(2) Minimum rest period at home base if suitable accommodation is provided | | |  | | |  |
| AMC1 ORO.FTL.235(b) Minimum rest period away from home base  ***NOTE:*** *The operator is required to demonstrate its associated policies and instructions in order to comply with this operating rule.* | | |  | | |  |
| CS FTL.1.235 Rest periods | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| CS FTL.1.235  ***NOTE:*** *The operator is required to demonstrate its associated policies and instructions in order to comply with this CS.*  ***CS FTL 1.235(b) NOTE:*** *The operator shall decide if the CS rules (b)(1 - 5) are required by its operation.*  ***CS FTL 1.235(b)(4) NOTE:*** *‘Eastward-Westward and Westward-Eastward transition’ means the transition at home base between a rotation, crossing 6 or more time zones in one direction and a rotation, crossing 4 or more time zones in the opposite direction.’*  ***CS FTL 1.235(c) NOTE:*** *The provision may only be used by an operator with a full FRM approval* | | |  | | |  |
| GM1 CS FTL.1.235(b)(3) Time elapsed since reporting  ***Ledighet på stationeringsorten***  ***NOTE:*** *With reference to ”Lag (2005:426) om arbetstid m.m. för flygpersonal inom civilflyget”. Ändrad: t.o.m. SFS 2013:613*  ***5 §*** *En besättningsmedlem har på stationeringsorten rätt till minst sju lediga dagar per kalendermånad och minst 96 lediga dagar per kalenderår. Dessa lediga dagar skall av arbetsgivaren meddelas i förväg och kan innefatta de viloperioder som följer av lag eller avtal.* | | |  | | |  |
| GM2 CS FTL.1.235(b)(3) Rest after rotations with three or more flight duty periods | | |  | | |  |
| ORO.FTL.240 Nutrition | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.240  ***NOTE:*** *The operator is required to demonstrate its associated policies and instructions in order to comply with this operating rule.* | | |  | | |  |
| AMC1 ORO.FTL.240 Meal opportunity | | |  | | |  |
| ORO.FTL.245 Records of home base, flight times, duty and rest periods | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.245 | | |  | | |  |
| ORO.FTL.250 Fatigue management training | | | | | | |
|  | | | Ref i manualverket | | | TS notering |
| ORO.FTL.250  ***NOTE:*** *This training must also be completed by an operator without a full FRM approval.* | | |  | | |  |
| AMC1 ORO.FTL.250 Training syllabus fatigue management training | | |  | | |  |

**- - - END - - -**