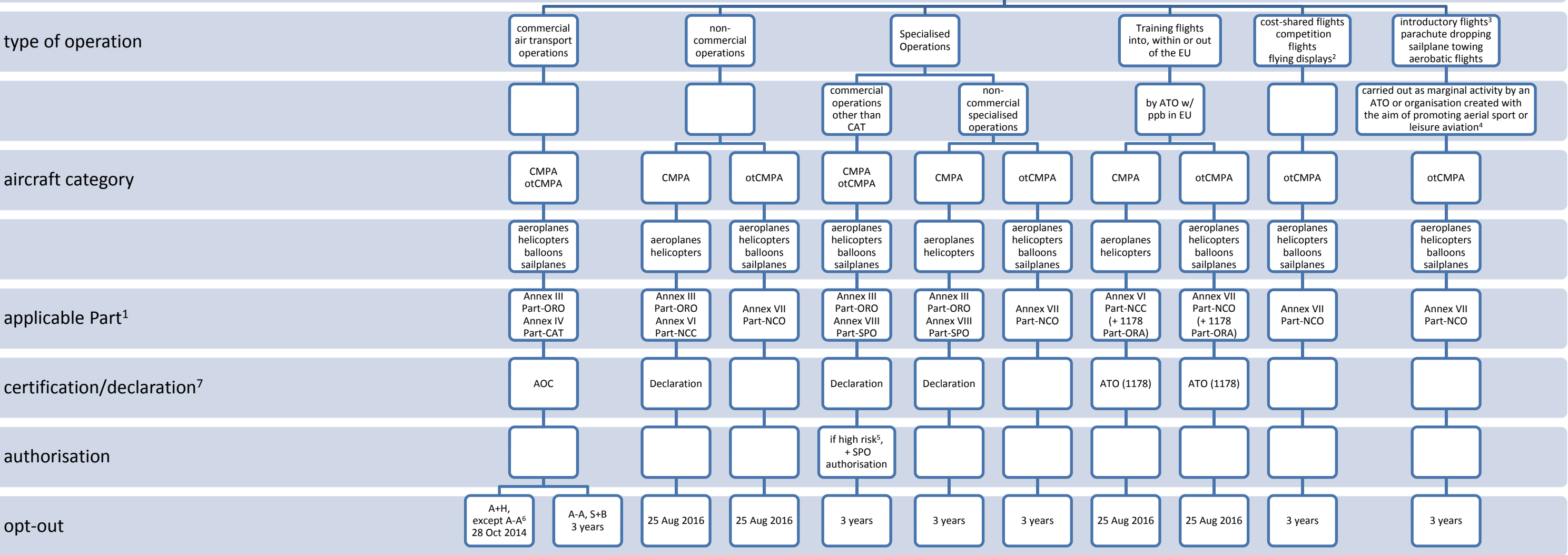


Reg. (EU) 965/2012, as amended by 800/2013



CMPA = complex motor-powered aircraft; otCMPA = other than complex motor-powered aircraft

¹ Annex I Definitions contains all definitions used throughout Annexes II-VIII

Annex II Part-ARO applies to competent authorities responsible to oversee any operation (ref. ARO.GEN.300)

Annex V Part-SPA applies to any operator wishing to conduct operations requiring a specific approval

² cost-shared flights by private individuals, on the condition that the direct cost is shared by all the occupants of the aircraft, pilot included and the number of persons sharing the direct costs is limited to six;

competition flights or flying displays, on the condition that the remuneration or any valuable consideration given for such flights is limited to recovery of direct costs and a proportionate contribution to annual costs, as well as prizes of no more than a value specified by the competent authority

³ 'Introductory flight' means any flight against remuneration or other valuable consideration consisting of an air tour of short duration, offered by an approved training organisation or an organisation created with the aim of promoting aerial sport or leisure aviation, for the purpose of attracting new trainees or new members.

⁴ introductory flights, parachute dropping, sailplane towing or aerobatic flights performed either by a training organisation having its principal place of business in a Member State and approved in accordance with Regulation (EU) No 1178/2011, or by an organisation created with the aim of promoting aerial sport or leisure aviation, on the condition that the aircraft is operated by the organisation on the basis of ownership or dry lease, that the flight does not generate profits distributed outside of the organisation, and that whenever non-members of the organisation are involved, such flights represent only a marginal activity of the organisation

⁵ 'High risk commercial specialised operation' means any commercial specialised aircraft operation carried out over an area where the safety of third parties on the ground is likely to be endangered in the event of an emergency, or, as determined by the competent authority of the place where the operation is conducted, any commercial specialised aircraft operation that, due to its specific nature and the local environment in which it is conducted, poses a high risk, in particular to third parties on the ground.

⁶ CAT operations starting and ending at the same aerodrome/operating site with performance class B aeroplanes or non-complex helicopters.

⁷ Authority oversight (simplified scheme for presentation purposes; for details refer to Part-ARO, in particular as regards scope and scale and factors to be taken into account when establishing the oversight programme ARO.GEN.300(c)-(e), ARO.GEN.305(b)(d)(d1) and related AMC/GM)

	CAT	SPA	NCC/SPO	SPO	NCO	Personnel
	AOC	Specific Approval	Declaration	High risk commercial SPO authorisation		License, certificate, attestation, rating as well as personnel not holding such documents
Initial compliance verification before issuing a certificate, approval or authorisation (ARO.GEN.300(a)(1))	X (refer also to ARO.GEN.310)	X		X (refer also to ARO.OPS.150)		
Initial verification that the declaration contains all information and acknowledge receipt (ARO.GEN.345)			X			
Continuous compliance verification ARO.GEN.300(a)(2)+(3)	X (refer also to ARO.GEN.330)	X	X	X	X	
Oversight programme ARO.GEN.305(a)	X	X	X	X	X	
Means ARO.GEN.300(b)(3)	Audits and inspections Meetings with accountable manager (refer also to ARO.GEN.305(b))	Audits and inspections	Audits and inspections (refer also to ARO.GEN.305(d))	Audits and inspections (refer also to ARO.GEN.305(d1))	(Audits and) inspections	Inspection for persons holding a licence, certificate, rating, or attestation issued by the competent authority (refer to ARO.GEN.305(e) – as part of the organisation; duplication with Part-ARA)
Oversight cycle	24 months with the possibility to extend to 36 or 48 months (ARO.GEN.305(c))		The oversight programme should be developed on a yearly basis. All operators should be considered for inclusion into the programme not later than 12 months after the date of the first declaration received. At least one inspection should be performed within each 48-month cycle starting with the date of the first declaration received (AMC1 ARO.GEN.305(d))	AMC under consideration		
Findings ARO.GEN.350	X	X	X	X		
Enforcement	ARO.GEN.360	ARO.GEN.360	ARO.GEN.360	ARO.GEN.360	ARO.GEN.360	ARO.GEN.355