

ORO.AOC.110(c) Uredbe Komisije (EU) št. 965/2012 določa odobritev najemne pogodbe s posadko pri operatorju iz tretje države in hkrati v AMC1 in AMC2 k ORO.AOC.110 (c) določa, da mora najemnik dokazati, da zrakoplovi operatorja iz tretje države izpolnjujejo točno določene zahteve. Za odobritev navedenega AltMoC-a je letalski prevoznik identificiral razlike od AMC1 (in AMC2) in opredelil način, kako se bo s predlaganim načinom usklajevanja zagotovil ekvivalenten standard, določen v AMC1 in AMC2.

AMC1 ORO.AOC.110(c)	AltMoC 2019-001	
<p><i>If the operator is not intending to apply EU safety requirements for air operations and continuing airworthiness when wet leasing-in an aircraft registered in a third country, it should demonstrate to the competent authority that the standards complied with are equivalent to the following requirements:</i></p> <p>(a) Annex IV (Part-CAT);</p> <p>(b) Part-ORO:</p> <p style="padding-left: 40px;">(1) ORO.GEN.110 and Section 2 of Subpart GEN;            (2) ORO.MLR, excluding ORO.MLR.105;            (3) ORO.FC;            (4) ORO.CC, excluding ORO.CC.200 and ORO.CC.210(a);            (5) ORO.TC;            (6) ORO.FTL, including related CS-FTL; and            (7) ORO.SEC;</p> <p>(c) Annex V (Part-SPA), if applicable;</p> <p>(d) for continuing airworthiness management of the third country operator, Part-M Subpart-B, Subpart-C and Subpart-G, excluding M.A.707, and M.A.710;</p> <p>(e) for the maintenance organisation used by the third country operator during the lease period: Part-145; and</p> <p>(f) the operator should provide the competent authority with a full description of the flight time limitation scheme(s), operating procedures and safety assessment demonstrating compliance with the safety objectives set out in points (b) (1)-(6).</p>	<p>Kadar letalski prevoznik ... najame zrakoplov s posadko, registriranega v tretji državi pod pogoji, določenimi v potrjenem priročniku za vzdrževanje sistema skladnosti in letalske varnosti, ta agenciji demonstrira sistem in izvedbo notranjega nadzora nad vzdrževanjem skladnosti operatorja, ki zrakoplov daje v najem, z izvajanjem letne notranje presoje skladnosti in izpolnjevanja zahtev s področij:</p> <p>(a) Priloge IV (Dela-CAT);</p> <p>(b) Dela-ORO:</p> <p style="padding-left: 40px;">(1) zahtev ORO.GEN.110 in oddelka 2, poddela GEN;            (2) ORO.MLR, razen ORO.MLR.105;            (3) ORO.FC;            (4) ORO.CC, razen ORO.CC.200 in ORO.CC.210(a);            (5) ORO.TC;            (6) ORO.FTL, vključno z nezavezujočimi se CS-FTL; in            (7) ORO.SEC;</p> <p>(c) Priloge V (Del-SPA), če je ustrezno;</p> <p>(d) za vzdrževanje stalne plovnosti operatorja iz tretje države, najemodajalec preko sistema notranje presoje skladnosti vsaj enkrat letno preverja ekvivalentnost standardov iz Dela-M Poddela-B, Poddela-C in Poddela-G, razen M.A.707 in M.A.710;</p> <p>(e) za organizacijo, ki izvaja vzdrževanje zrakoplovov, ki jih uporablja najemodajalec s strani operatorja tretje države izvaja notranjo presojo skladnosti sistema najemodajalca, glede na del-145 in</p> <p>(f) Operator ... opiše operativne postopke v priročniku, ki ga predhodno potrdi agencija, pri čemer operator predpiše: pogoje in okoliščine za najem zrakoplovov, registrske oznake zrakoplovov v najemu, opredeli obseg pregleda notranjega sistema skladnosti pri operatorju - najemodajalcu, predloži kontrolne liste Agenciji, označi ugotovljene razlike z zgoraj navedenimi zahtevami; jih klasificira kot neskladja in odpravi v sistemu lastnega notranjega sistema skladnosti, ter s tem odpravi razlike pri delovanju prevoznika z zgoraj navedenimi zahtevami, s čimer dokaže vzdrževanje ekvivalentnega standarda, za izvedbo najema.</p>	<p>If the operator is wet leasing-in an aircraft registered in a third country under the conditions stipulated in safety and quality manual the operator shall demonstrate to the CAA the performance of a yearly inspection/review/internal audit of the third country operator (lessor) on the following areas:</p> <p>(a) Annex IV (Part-CAT);</p> <p>(b) Part-ORO:</p> <p style="padding-left: 40px;">(1) ORO.GEN.110 and Section 2 of Subpart GEN;            (2) ORO.MLR, excluding ORO.MLR.105;            (3) ORO.FC;            (4) ORO.CC, excluding ORO.CC.200 and ORO.CC.210(a);            (5) ORO.TC;            (6) ORO.FTL, including related CS-FTL; and            (7) ORO.SEC;</p> <p>(c) Annex V (Part-SPA), if applicable;</p> <p>(d) for continuing airworthiness management a yearly inspection/review/internal audit of the third country operator (lessor) demonstrating that the standards are equivalent to those in Part-M Subpart-B, Subpart-C and Subpart-G, excluding M.A.707 and M.A.710;</p> <p>(e) for the maintenance of aircraft used by leasee from the lessor from the third country, a yearly inspection/review/internal audit of the third country maintenance organisation demonstrating that the standards are equivalent to those in Part-145 and</p> <p>(f) The operator ... in the operations manual describes the conditions and circumstances applicable for the lease of a third country operator's aircraft. Operator provides registration marks of leased aircraft, prescribes the scope of yearly review/inspection/internal audit of the lessor, provides CAA with the procedures and checklists, including any differences or non-conformities found with the above standards and the description of their mitigations, to demonstrate the maintenance of the equivalent standard of the lease.</p>