


OPERATIONS ADVISORY NOTICE (OAN)		 Transport Malta Civil Aviation Directorate Flight Operations Inspectorate Vjal L-Avjazzjoni Luqa LQA 9023 Malta
OAN Number: 05/2015	Issue Date: 22nd December, 2015	
Subject: Authority Performance Based Oversight Programme		

1.0 Introduction

As part of the changes to be implemented by TM-CAD Flight Operations Inspectorate, the oversight programme cycle may be extended to 24 months in accordance with the EU 965/2012 ARO.GEN.300 ARO.GEN.305. This implies that compliance monitoring relies more on the effectiveness of the management system to the extent that the Flight Operations Inspectorate does not conduct audits and inspections on a fixed time interval.

1.1 Risk Profile

The shift to performance-based oversight techniques will assist the inspectorate to focus its oversight programme on specific areas that pose a higher risk than others. There is no agreed technique or methodology of how such oversight techniques are conducted, so CAD may implement its own technique.

A vital element of this technique is the creation of a Risk Profile of each organisation. The risk profile of the operators will be composed of data provided by the organisation itself and other data that is gathered by the inspectorate by means of its oversight programme.

2.0 Operators' Mandatory reporting

The question arises how the authority can measure the effectiveness of the operators' management system. This can only be achieved if the operators are willing to co-operate with the authority and be responsible to keep their certification up to standard. The operators are reminded of EU 965/2012 GM1 ARO.GEN.300(b) that states:

“The competent authority should continue to assess the organisation's compliance with the applicable requirements, including the effectiveness of the management system. If the management system is judged to have failed in its effectiveness, then this in itself is a breach of the requirements which may, among others, call into question the validity of a certificate, if applicable.”

In view of the foregoing the Flight Operations Inspectorate has devised a mandatory reporting system to be followed by the operators. A standard report shall be filled by the operators themselves every three months i.e. every calendar quarter. A template of such report is attached to this Operations Advisory Notice. If one examines the report it can be deduced that the objective of the Flight Operations Inspectorate is to get an insight in the organisational capabilities and ongoing operational indicators of the organisations.

Depending on the size, nature and complexity of the operations the inspectorate may decide to alter the frequency of data capture.

This is the first attempt to collate data from operators and the Flight Operations Inspectorate will need to verify the effectiveness of the indicators some of which may not be suitable to detect changes in the organisational setup and therefore it can be expected that some changes to the report will be made. This data will be used to compile the Risk Profile mentioned under 1.1.

3.0 Conclusion

The Flight Operations Inspectorate will be accepting the first report in soft copy to be sent by the Accountable Manager or the Compliance Monitoring Manager by the 15th January, 2016.

In future every operator will be allocated a username and password to report directly into the Inspectorate software system.

It goes without saying that the declarations made in the report must be factual and any violations will be treated seriously by the Flight Operations Inspectorate.

Flight Operations Inspectorate



**CIVIL AVIATION DIRECTORATE
Flight Operations Inspectorate**

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Please read the 'Notes for Completion' before completing the form in BLOCK CAPITALS using black or blue ink. This form shall be sent to airops.tm@transport.gov.mt	For Civil Aviation Directorate use only
	Operator:
	File Ref:
	Date:

Operator's Name:..... AOC No: MT-.....

Figures stated are for the quarter¹ ending:.....

OPERATOR'S INDICATORS	
In the last quarter	
Number of aircraft under the operator's management (CAT and NCC) registered in Malta and abroad	
Operations Manual Revisions submitted to the Authority	
Number of Aircraft Types ²	
Number of Mandatory Occurrence Reports filed with the authorities.	
FOI Inspections open findings	
SAFA/SACA/SANA inspections	
Turnover of Nominated Persons ³	
Total number of Hazards identified and published in the Hazard Log	
Area of Operations ⁴	
Specific Approvals ⁵	
Numbers of Flights to category 'C' aerodromes	
Number of Flight Crew per Aircraft type	
Number of Cabin Crew per Aircraft type ⁶	
Number of sectors per Aircraft ⁷	
Number of Commercial Hours per aircraft	
Number of Non-commercial Hours per aircraft	
Number of Personnel ⁸ directly involved in Operations	
Number of Simulator hours per aircraft type per crew	

¹ Calendar Quarter means three months of the year e.g. 1st January to 31st March.

² Aircraft Types mean all those that can be flown by the same crew.

³ This should include also the Safety manager and the Compliance Manager.

⁴ The area of operations that the operator has flown in terms of ICAO regions.

⁵ Number of Specific Approvals used e.g. how many CAT II landings.

⁶ Please insert 0 if no Cabin crew are employed.

⁷ Sector is meant between point A to B.

⁸ Personnel must not include staff from airworthiness and nominated persons.



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Statement:

I declare that all figures entered in the document are true and correct.

Date: _____

Accountable Manager