

## ANNEX

Annexes I, II, IV, VI, VII and VIII are amended as follows:

- (1) Annex I is amended as follows:
- (a) the following point (78a) is inserted:
    - (78a) “misuse of substances” means the use of one or more psychoactive substances by flight crew, cabin crew members and other safety-sensitive personnel in a way that:
      - (a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others, and/or
      - (b) causes or worsens an occupational, social, mental or physical problem or disorder;;
  - (b) the following point (98a) is inserted:
    - (98a) “psychoactive substances” means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, with the exception of caffeine and tobacco;;
  - (c) the following point (105a) is inserted:
    - (105a) “safety-sensitive personnel” means persons who might endanger aviation safety if they perform their duties and functions improperly, including flight crew and cabin crew members, aircraft maintenance personnel and air traffic controllers;;
- (2) Annex II (Part-ARO) is amended as follows:
- (a) the following point ARO.RAMP.106 is inserted:
    - ARO.RAMP.106 testing**
    - (a) The competent authority shall carry out alcohol testing on flight and cabin crew.
    - (b) The Agency shall provide competent authorities with a list of Union and third-country operators for the prioritisation of alcohol testing within the ramp inspection programme in accordance with ARO.RAMP.105 based on a risk assessment performed by the Agency, taking into account the robustness and effectiveness of existing psychoactive testing programmes.
    - (c) When selecting operators for alcohol testing of flight and cabin crew, the competent authority shall use the list established in accordance with point (b).
    - (d) Whenever data concerning alcohol tests is included in the centralised database in accordance with point (b) of point ARO.RAMP.145, the competent authority shall ensure that such data excludes any personal data of the crew member concerned.

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- (e) In case of a reasonable cause or suspicion, alcohol tests may be carried out at any time.
  - (f) The alcohol testing methodology shall apply recognised quality standards that ensure accurate testing results.
  - (g) A flight crew or cabin crew member who refuses to cooperate during tests or who has been identified to be under the influence of alcohol after a positive test shall not be allowed to continue his or her duty.;
- (3) Annex IV (Part-CAT) is amended as follows:
- (a) in point CAT.GEN.MPA.100, point (c)(1) of is replaced by the following:
    - (1) when under the influence of psychoactive substances or when unfit due to injury, fatigue, medication, sickness or other similar causes;;
  - (b) point CAT.GEN.MPA.170 is replaced by the following:
 

**CAT.GEN.MPA.170 Psychoactive substances**

    - (a) The operator shall take all reasonable measures to ensure that no person enters or is in an aircraft when under the influence of psychoactive substances to the extent that the safety of the aircraft or its occupants is likely to be endangered.
    - (b) The operator shall develop and implement a policy on the prevention and detection of misuse of psychoactive substances by flight and cabin crew members and by other safety-sensitive personnel under its direct control, in order to ensure that the safety of the aircraft or its occupants is not endangered.
    - (c) Without prejudice to the applicable national legislation on data protection concerning testing of individuals, the operator shall develop and implement an objective, transparent and non-discriminatory procedure for the prevention and detection of cases of misuse of psychoactive substances by its flight and cabin crew and other safety-sensitive personnel.
    - (d) In case of a confirmed positive test result, the operator shall inform its competent authority and the authority responsible for the personnel concerned, such as a medical assessor of the licensing authority.;
  - (c) point CAT.GEN.MPA.175 is replaced by the following:
 

**CAT.GEN.MPA.175 Flight safety**

    - (a) The operator shall take all reasonable measures to ensure that no person recklessly, intentionally or negligently acts or omits to act so as to:
      - (1) endanger an aircraft or person therein; or
      - (2) cause or permit an aircraft to endanger any person or property.

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- (b) The operator shall ensure that flight crew has undergone a psychological assessment before commencing line flying in order to:
  - (1) identify psychological attributes and suitability of the flight crew in respect of the work environment; and
  - (2) reduce the likelihood of negative interference with the safe operation of the aircraft.
- (c) Considering the size, nature and complexity of the activity of an operator, an operator may replace the psychological assessment referred to in point (b) with an internal assessment of the psychological attributes and suitability of flight crew.;
- (d) the following point CAT.GEN.MPA.215 is inserted:

**CAT.GEN.MPA.215 Programme**

- (a) The operator shall enable, facilitate and ensure access to a proactive and non-punitive support programme that will assist and support flight crew in recognising, coping with, and overcoming any problem which might negatively affect their ability to safely exercise the privileges of their licence. Such access shall be made available to all flight crew.
- (b) Without prejudice to applicable national legislation on the protection of individuals with regard to the processing of personal data and on the free movement of such data, the protection of the confidentiality of data shall be a precondition for an effective support programme as it encourages the use of such a programme and ensures its integrity.;
- (e) in point CAT.GEN.NMPA.100, point (b)(1) is replaced by the following:
  - (1) when under the influence of psychoactive substances or when unfit due to injury, fatigue, medication, sickness or other similar causes.;
- (f) in point CAT.IDE.A.150, the following point (c) is added:
  - (c) Turbine-powered aeroplanes for which the individual certificate of airworthiness (CofA) was first issued after 1 January 2019 and having an MCTOM of 5 700 kg or less and an MOPSC of six to nine shall be equipped with a TAWS that meets the requirements for Class B equipment, as specified in an acceptable standard.;
- (4) Annex VI (Part-NCC) is amended as follows:
  - (a) in point NCC.GEN.105, point (e)(2) is replaced by the following:
    - (2) when under the influence of psychoactive substances or for other reasons as referred to in 7.g of Annex IV to Regulation (EC) No 216/2008.;
- (5) Annex VII (Part-NCO) is amended as follows:
  - (a) in point NCO.SPEC.115, point (e)(2) is replaced by the following:

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- (2) when under the influence of psychoactive substances or for other reasons as referred to in 7.g of Annex IV to Regulation (EC) No 216/2008.;
- (6) Annex VIII (Part-SPO) is amended as follows:
  - (a) in point SPO.GEN.105, point (e)(2) is replaced by the following:
    - (2) when under the influence of psychoactive substances or for other reasons as referred to in 7.g of Annex IV to Regulation (EC) No 216/2008.;
  - (b) point SPO.IDE.A.130 is replaced by the following:

SPO.IDE.A.130 Certain awareness warning system (TAWS)

    - (a) Turbine-powered aeroplanes with a maximum certified take-off mass (MCTOM) of more than 5 700 kg or an MOPSC of more than nine shall be equipped with a TAWS that meets the requirements for:
      - (1) class A equipment, as specified in an acceptable standard, in the case of aeroplanes for which the individual certificate of airworthiness (CofA) was first issued after 1 January 2011; or
      - (2) class B equipment, as specified in an acceptable standard, in the case of aeroplanes for which the individual CofA was first issued on or before 1 January 2011.
    - (b) When used in commercial operations, turbine-powered aeroplanes for which the individual CofA was first issued after 1 January 2019 and having an MCTOM of 5 700 kg or less and an MOPSC of six to nine shall be equipped with a TAWS that meets the requirements for class B equipment, as specified in an acceptable standard..

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