

Date of the Notification	09/01/2026
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Notifying State	
Member or Associated State / National Authority	CH
Competent Authority Reference	AltMoc 2026-01
Contact Details of NAA	<p>First name Michael</p> <p>Last name Frohofer</p> <p>E-mail michael.frohofer@bazl.admin.ch</p> <p>Phone +41795233976</p>

AltMoC	
Title	Deviation from AMC2 ARO.GEN.305(b) Oversight programme

AltMoC Regulatory framework	
Regulation domains	OPS
Related regulations	(EU) No 965/2012
Related regulations parts	Part-ARO
Implementing rule (IR) paragraph(s)	ARO.GEN.305(b)
Agency acceptable means of compliance (AMC)	AltMoC SBHE

AltMoC Proposer (CA or Org)	
Proposer	CA
CA Approval date	08/01/2026
Competent notifying Authority	FEDERAL OFFICE OF CIVIL AVIATION (FOCA)

AltMoC based on another AltMoC	
Is Based on	No

AltMoC Summaries	
Summary of the AltMoC	<p>This AltMoC proposes a deviation from AMC2 ARO.GEN.305(b) regarding the required types of inspections included in the oversight programme. The AMC currently prescribes the following inspections:</p> <p>(1) Flight inspection (2) Ground inspection (e.g. documents and records) (3) Training inspection (e.g. ground, aircraft/FSTD) (4) Ramp inspection</p> <p>Summary of the AltMoC:</p> <p>Inspections will no longer be mandated for execution in every oversight cycle. Instead, their deployment shall be governed by a risk- and performance-based oversight (RPBO) methodology. This approach prioritizes oversight activities according to identified safety risk levels and the demonstrated performance of the organization, thereby ensuring targeted surveillance and efficient allocation of oversight resources. The requirement to conduct all four inspection types within each oversight cycle is revoked; the need for each inspection type will be established on the basis of documented risk assessment outcomes and performance evaluation metrics for the organization under oversight.</p>
Summary of the AltMoC assessment	<p>The proposed AltMoC ensures compliance with ARO.GEN.305(b) by maintaining an equivalent level of safety through a data-driven oversight programme. The revised inspection approach prioritizes high-risk areas while optimizing resources without compromising safety objectives. A safety risk assessment has been conducted to support this approach, demonstrating its effectiveness in maintaining regulatory compliance.</p>

Attached Documentation

Supporting Documentation	<ul style="list-style-type: none">• Attachment 3 - Compliance to Rule statement including safety risk assessment• Attachment 2 - Regulatory wording of the proposed AltMoC• Attachment 1 - Full organisation's description including reasoning
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