

**Annex VII to ED Decision 2022/014/R**  
**‘AMC & GM to Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 —**  
**Issue 1, Amendment 12’**

The text of the amendment is arranged to show deleted, new or amended text as shown below:

- (a) deleted text is ~~struck through~~;
- (b) new or amended text is highlighted in **blue**;
- (c) an ellipsis ‘[...]’ indicates that the rest of the text is unchanged.

**Note to the reader**

*In amended, and in particular in existing (that is, unchanged) text, ‘Agency’ is used interchangeably with ‘EASA’. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the ‘European Union Aviation Safety Agency (EASA)’.*

The Annex to Decision N° 2011/016/R of 15 December 2011 of the Executive Director of the Agency is amended as follows:

## GM6 FCL.010 Definitions

- (a) For the purpose of crediting of a pilot's prior experience, 'multi-pilot operation' can be understood to include State aircraft operations (such as military or search & rescue) where two pilots are required by the applicable national regulations, the relevant operations manual or an equivalent document.
- (b) Operations under Annex VII (Part-NCO) to Regulation (EU) No 965/2012 are not under the 'multi-pilot operation' category, except for operations at an ATO for the purpose of providing training in multi-pilot operations, in accordance with the training manual of the ATO.

## AMC1 FCL.050 Recording of flight time

### GENERAL

[...]

- (b) Logging of time:
  - (1) PIC flight time:
    - (i) the holder of a licence may log as PIC time all of the flight time during which he or she is the PIC;
    - (ii) the applicant for, or the holder of, a pilot licence may log as PIC time all solo flight time, flight time as SPIC and flight time under supervision provided that such SPIC time and flight time under supervision are countersigned by the instructor;
    - (iii) the holder of an instructor certificate may log as PIC all flight time during which he or she acts as an instructor in an aircraft;
    - (iv) the holder of an examiner's certificate may log as PIC all flight time during which he or she occupies a pilot's seat and acts as an examiner in an aircraft;
    - (v) a co-pilot acting as PICUS on an aircraft on which more than one pilot is required under the type certification of the aircraft or as required by operational requirements provided that such PICUS time is countersigned by the PIC;
    - (vi) if the holder of a pilot licence carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed 30 minutes, such series of flights may be recorded as a single entry;
    - (vii) where Regulation (EU) No 965/2012 requires the pilot to act as PIC under the supervision of another pilot (supervisor), both the pilot and the supervisor may log the flight time as PIC.

- (2) co-pilot flight time: the holder of a pilot licence occupying a pilot seat as co-pilot may log all flight time as co-pilot flight time on an aircraft on which more than one pilot is required under the type certification of the aircraft, ~~or the~~ regulations or the operations manual of the operator under which the flight is conducted;

[...]

#### INSTRUCTIONS FOR USE

[...]

- (i) Notes on recording of flight time:

[...]

- (10) column 12: the 'remarks' column may be used to record details of the flight at the holder's discretion. The following entries, however, should always be made:

- (i) instrument flight time undertaken as part of the training for a licence or rating;
- (ii) details of all skill tests and proficiency checks;
- (iii) name and signature of PIC if the pilot is recording flight time as SPIC or PICUS;
- (iv) name and signature of instructor if flight is part of an SEP or TMG class rating revalidation;
- (v) for multi-pilot operations in single-pilot helicopters, the form of operation, name and signature of the examiner conducting the skill test or proficiency check or operator proficiency check, and the name of the operator in the case of the operator proficiency check.

[...]

## GM1 FCL.050 Recording of flight time

### EXAMPLES FOR THE USE OF COLUMN 12 'REMARKS' OF THE PILOT LOGBOOK

Pilots may use column 12 'remarks' of the pilot logbook (AMC1 FCL.050) to record the specific nature of a particular flight in the following cases, since a record of relevant experience might be useful with respect to operational requirements:

- (a) flight time as a pilot in a specialised operation, using the list provided in GM1 NCO.SPEC.100 and GM1 SPO.GEN.100 (see AMC1 ORO.FC.146(e);(f)&(g) of the AMC and GM to Annex III (Part-ORO) to Regulation (EU) No 965/2012 — ED Decision 2014/017/R);
- (b) HEC 1 and 2 cycles, HESLO 1, 2, 3, and 4 cycles, and HHO hoisting cycles by day and night, as pilot flying (see AMC1 SPO.SPEC.HEC.100 and AMC1 SPO.SPEC.HESLO.100 of the AMC and GM to Annex VIII (Part-SPO) to Regulation (EU) No 965/2012 — ED Decision 2014/018/R, and point SPA.HHO.130 of Annex V (Part-SPA) to Regulation (EU) No 965/2012);
- (c) HHO hours (see point SPA.HHO.130 of Part-SPA);
- (d) offshore landings by day / by night, as pilot flying (see point SPA.HOFO.170 of Part-SPA);

- (e) NVIS flights or hours (see GM1 SPA.NVIS.130 of the AMC and GM to Annex V (Part-SPA) to Regulation (EU) No 965/2012 — ED Decision 2012/019/R);
- (f) IFR approaches in the single-pilot role (see point ORO.FC.202 of Annex III (Part-ORO) to Regulation (EU) No 965/2012);
- (g) any activity deemed necessary to be recorded for evidence purposes.

Pilots may also use column 12 'remarks' to record IFR approaches exercising PBN privileges and RNP APCH approaches in single-pilot operations (see Appendix 8 to Annex I (Part-FCL)).

## GM1 FCL.520.A ATPL(A) — Skill test

### ATPL SKILL TEST IN AN EBT MODULE

The skill test in accordance with Appendix 9 may be combined with an EBT module. It may follow the same process already described in mixed EBT for the LPC (e.g. EVAL + manoeuvres validation phase for the pilot performing the ATPL skill test). The same rationale can be applied to the regular skill test. Guidance can be found in the EASA EBT manual. The competent authority may provide additional and further guidance.

## AMC1 FCL.510.H(f) ATPL(H) — Prerequisites, experience and crediting

### MCC TRAINING WITH CREDITS FOR ATPL(H) — PILOTS THAT ARE EXPERIENCED IN MULTI-PILOT OPERATIONS

#### (a) General

MCC training in accordance with point FCL.510.H(f) is intended to be completed by applicants who are undergoing integrated ATPL(H) training.

#### (b) Training course

The training course should include theoretical training instruction and exercises, as well as practical MCC training using one of the following helicopter simulators:

- (1) FNPT II or III qualified for MCC;
- (2) an FTD 2/3;
- (3) an FFS.

#### (c) Objectives

The training course should meet the objectives of AMC1 FCL.735.A; FCL.735.H; FCL.735.As. The head of training of the ATO should adapt the duration of training to the individual needs of the applicant, in order to achieve these objectives.

#### (d) Certificate of completion

On completion of the course, once the applicant has met the objectives defined in (c), the applicant should receive a certificate of completion of the training from the ATO. The form

should be based on that defined in AMC1 FCL.735.A; FCL.735.H; FCL.735.As. The title of the form should read 'Training in accordance with FCL.510(f) — helicopters'.

## AMC1 FCL.630.H IR(H) — Extension of the privileges of an IR(H) to further helicopter types

### APPROPRIATE FFS OR FTD

The appropriate FSTD should be a FFS C/D or a FTD 2/3.

## AMC1 FCL.725(a) Requirements for the issue of class and type ratings

### SYLLABUS OF THEORETICAL KNOWLEDGE FOR CLASS OR TYPE RATINGS

#### I. SE AND ME AEROPLANES

[...]

~~(f) — Special requirements for extension of a type rating for instrument approaches down to decision heights of less than 200 ft (60 m):~~

~~(1) — airborne and ground equipment:~~

~~(i) — technical requirements;~~

~~(ii) — operational requirements;~~

~~(iii) — operational reliability;~~

~~(iv) — fail operational;~~

~~(v) — fail passive;~~

~~(vi) — equipment reliability;~~

~~(vii) — operating procedures;~~

~~(viii) — preparatory measures;~~

~~(ix) — operational downgrading;~~

~~(x) — communications.~~

~~(2) — procedures and limitations:~~

~~(i) — operational procedures;~~

~~(ii) — crew coordination.~~

~~(g)~~ Special requirements for 'glass cockpit' aeroplanes with EFIS. Additional learning objectives:

(1) general rules of aeroplanes computer hardware and software design;

(2) logic of all crew information and alerting systems and their limitations;

- (3) interaction of the different aeroplane computer systems, their limitations, the possibilities of computer fault recognition and the actions to be performed on computer failures;
- (4) normal procedures including all crew coordination duties;
- (5) aeroplane operation with different computer degradations (basic flying).

(hg) Flight management systems.

## II. SE AND ME HELICOPTERS

[...]

~~(f) Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m):~~

~~(1) airborne and ground equipment:~~

- ~~(i) technical requirements;~~
- ~~(ii) operational requirements;~~
- ~~(iii) operational reliability;~~
- ~~(iv) fail operational;~~
- ~~(v) fail passive;~~
- ~~(vi) equipment reliability;~~
- ~~(vii) operating procedures;~~
- ~~(viii) preparatory measures;~~
- ~~(ix) operational downgrading;~~
- ~~(x) communication.~~

~~(2) Procedures and limitations:~~

- ~~(i) operational procedures;~~
- ~~(ii) crew co-ordination.~~

(gf) Special requirements for helicopters with EFIS.

(hg) Optional equipment.

[...]

## AMC2 FCL.725(a) Requirements for the issue of class and type ratings

### TRAINING COURSE

#### FLIGHT INSTRUCTION FOR TYPE RATINGS: HELICOPTERS

- (a) The amount of flight instruction depends on:
- (i) complexity of the helicopter type, handling characteristics, level of technology;
  - (ii) category of helicopter (SEP or SE turbine helicopter, ME turbine and MP helicopter);
  - (iii) previous experience of the applicant;
  - (iv) the availability of FSTDs.

- (b) FSTDs

In accordance with Appendix 9 to Part-FCL Section A paragraph 1 third subparagraph, the level of qualification and the complexity of the type will determine the amount of practical training that may be accomplished in FSTDs, including completion of the skill test. Before undertaking the skill test, a student should demonstrate competency in the skill test items during the practical training.

- (c) Initial issue

The flight instruction (excluding skill test) should comprise training time as specified in column 2 in the table below unless otherwise foreseen in the operational suitability data established in accordance with Annex I (Part 21) to Commission Regulation (EU) No 748/2012 (OSD). If, in accordance with Appendix 9 to Part-FCL Section A paragraph 1 third subparagraph, training is conducted in a combination of FSTDs (other than FFS) and the helicopter, the in-aircraft training time will depend on the specificities of the FSTD used. In such a case, in-aircraft training time should comprise, as a minimum, the training time given in column 3 of the table below unless otherwise foreseen in the OSD.:

(1)	(2)	(3)
<b>Helicopter types</b>	<b>In-helicopter Minimum training time</b>	<b><del>In-helicopter and FSTD associated training Credits</del> Minimum training time in the helicopter, when also using FSTDs other than FFS</b>
SEP(H)	5 hrs	<del>Using FFS C/D: At least 2 hrs helicopter and at least 6 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 6 hrs total</del>
SET(H) under 3 175 kg MTOM	5 hrs	<del>Using FFS C/D: At least 2 hrs helicopter and at least 6 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 6 hrs total</del>
SET(H) at or over 3 175 kg MTOM	8 hrs	<del>Using FFS C/D: At least 2 hrs helicopter and at least 10 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 10 hrs total</del>
SPH MET (H) CS and FAR 27 and 29	8 hrs	<del>Using FFS C/D: At least 2 hrs helicopter and at least 10 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 10 hrs total</del>
<b>MPH, when the applicant has already completed:</b>	<b>5 hrs</b>	<b>Using FTD2/3: At least 2 hrs in the helicopter</b>

<ul style="list-style-type: none"> <li>- MCC course;</li> <li>- 50 hours of flight time in multi-pilot operations in SPH</li> </ul>		
MPH	10 hrs	<del>Using FFS C/D: At least 2 hrs helicopter, and at least 12 hrs total</del> <del>Using FTD 2/3: At least 4 hrs helicopter, and at least 12 hrs total</del>



## (d) Additional types

The flight instruction (excluding the skill test) should comprise training time as specified in column 2 in the table below unless otherwise foreseen in the OSD. If, in accordance with Appendix 9 to Part-FCL Section A paragraph 1 third subparagraph, training is conducted in a combination of FSTDs (other than FFS) and the helicopter, the in-aircraft training time will depend on the specificities of the FSTD used. In such a case, in-aircraft training time should comprise, as a minimum, the time given in column 3 of the table below unless otherwise foreseen in the OSD.:

(1)	(2)	(3)
<b>Helicopter types</b>	<b>In helicopter Minimum training time</b>	<b>In helicopter and FSTD associated training Credits Minimum training time in the helicopter, when also using FSTDs other than FFS</b>
SEP(H) to SEP(H) within AMC1 FCL.740.H(a)(3)	2 hrs	Using FFS C/D: At least 1 hr helicopter and at least 3 hrs total Using FTD 2/3: At least 1 hr helicopter and at least 4 hrs total
SEP(H) to SEP(H) not included in AMC1 FCL.740.H(a)(3)	5 hrs	Using FFS C/D: At least 1 hr helicopter and at least 6 hrs total Using FTD 2/3: At least 2 hrs helicopter and at least 7 hrs total
SET(H) to SET(H)	2 hrs	Using FFS C/D: At least 1 hr helicopter and at least 3 hrs total Using FTD 2/3: At least 1 hr helicopter and at least 4 hrs total
SE difference training	1 hr	N/A
MET(H) to MET(H)	3 hrs	Using FFS C/D: At least 1 hr helicopter and at least 4 hrs total Using FTD 2/3: At least 2 hrs helicopter and at least 5 hrs total
ME difference training	1 hr	N/A
MPH to MPH	5 hrs	Using FFS C/D: At least 1 hr helicopter and at least 6 hrs total Using FTD 2/3: At least 2 hrs helicopter and at least 7 hrs total
Extend privileges on the same type rating from SPH to MPH (except for initial MP issue), or from MPH to SPH	2 hrs	Using FFS C/D: At least 1 hr helicopter and at least 3 hrs total N/A
Extend privileges on the same type rating from SPH to MPH (except for initial MP issue), when applicants have completed 50 hours of flight time in multi-pilot operations on that type	1 hr	Training in helicopter or FFS C/D

(e) — Holders of an IR(H) wishing to extend the IR(H) to further types should have additionally 2 hours flight training on type by sole reference to instruments according to IFR which may be conducted in an FFS C/D or FTD 2/3. Holders of an SE-IR(H) wishing to extend the IR privileges to an ME-IR(H) for the first time should complete at least 5 hours training.

## GM1 FCL.725(d)(4)(ii)(B)(2) Requirements for the issue of class and type ratings

### MULTI-PILOT OPERATION IN SINGLE-PILOT HELICOPTERS IN ACCORDANCE WITH ANNEX III (PART-ORO) TO REGULATION (EU) No 965/2012

Point FCL.725(d)(4)(ii)(B)(2) requires pilots to exercise their type rating privileges for multi-pilot operation in single-pilot helicopters only in accordance with the requirements of Part-ORO. Multi-pilot operations in single-pilot helicopters cannot be carried out under Part-NCO. The regulatory framework of Part-ORO applies in any case of commercial operations or operation of complex single-pilot helicopters under Regulation (EU) No 965/2012. This means that an ATO that provides training for multi-pilot operation in single-pilot helicopters will need to base that training on the operational procedures of the operator for which the pilot is flying. That ATO will either be an operator itself or will have an arrangement with an operator on behalf of which the training will be carried out.

## GM1 FCL.740.A Revalidation of class and type ratings — aeroplanes

### COMPLETE EBT PRACTICAL ASSESSMENT IN ACCORDANCE WITH APPENDIX 10

- (a) The completion of an EBT practical assessment includes:
- (1) the assessment of pilot performance either in a simulated or an operational environment;  
and
  - (2) the administrative action which includes the completion of the Appendix 10 form.
- (b) The assessment as per point (1) usually occurs during the entire validity period of the rating as the EBT programme includes several FSTD sessions, while the administrative action as per point (2) is completed within the 3 months immediately preceding the expiry date of the rating.

## AMC1 FCL.740.H(a)(3) Revalidation of type ratings – helicopters

### CREDITING OF THE PROFICIENCY CHECK TOWARDS SEP HELICOPTER TYPES

Only the following SEP helicopter types can be considered for crediting of the proficiency check. Other SEP helicopters (for example, ~~the R22 and R44~~) should not be given credit for.

<b>Manufacturer</b>	<b>Helicopter type and licence endorsement</b>
<del>Agusta-Bell</del>	
<del>SEP</del>	<del>Bell47</del>
<del>Bell Helicopters</del>	
<del>SEP</del>	<del>Bell47</del>

Brantley

SEP

Brantley B2

Breda Nardi

SEP

HU269

Enstrom

SEP

ENF28

Hélicoptères Guimbal

SEP

Cabri G2

Hiller

SEP

UH12

Hughes or Schweizer

SEP

HU269

Westland

SEP

Bell47

Manufacturer	SEP Helicopter type
Agusta-Bell	Bell47
Bell Helicopters	Bell47
Westland	Bell47
Brantley	Brantley B2
Enstrom	ENF28
Hélicoptères Guimbal	Cabri G2
Hiller	UH12
Robinson	R44

Hughes or Schweizer	HU269
Breda Nardi	HU269

## GM1 to Appendix 10 — Revalidation and renewal of type ratings, and revalidation and renewal of IRs when combined with the revalidation or renewal of type ratings — EBT practical assessment

### REVALIDATION AND RENEWAL OF TYPE RATING — ADMINISTRATIVE PROCEDURES

[...]

- (e) The requirements for completion of the operator's EBT programme (see the form set out in AMC1 to Appendix 10) can be found in point ORO.FC.231(a)(3) of Annex III (Part-ORO) to Regulation (EU) 965/2012 and include, as a minimum, the completion of:
- (1) a minimum of two EBT modules;
  - (2) line evaluation(s) of competence. In the case of renewal of a type rating, the line evaluation of competence can be performed only when the pilot has their type rating renewed; and
  - (3) ground training.
- (f) The EBT programme includes equivalencies of approaches (point ORO.FC.231(g)) and determines the necessary training frequency for particular approaches. Therefore, pilots can maintain their PBN privileges when completing an EBT programme. Additionally, in the case of specific approaches related to PBN which require a specific approval in accordance with Subpart B of Annex V (Part-SPA) to Regulation (EU) No 965/2012, the requirements of that Subpart (SPA.PBN) apply.

## GM2 to Appendix 10 — Revalidation and renewal of type ratings, and revalidation and renewal of IRs when combined with the revalidation or renewal of type ratings — EBT practical assessment

### EBT PRACTICAL ASSESSMENT — PROFICIENCY CHECK

**EBT practical assessment (or Practical assessment)** is defined in FCL.010. More information can be found in ICAO Doc 9868 'PANS-TRG'.

- (a) The demonstration of skills to revalidate or renew referred to in the definition of 'proficiency check' in point FCL.010 is equivalent to the EBT practical assessments conducted in the EBT programme and the final review of the examiner. In fact, one single EBT practical assessment demonstrates the necessary skills performed in legacy training; however, EBT goes one step further — to revalidate or renew, the pilot performs at least two demonstrations, corresponding to at least two EBT modules within the validity period of the type rating.

- (b) A proficiency check is equivalent to the combination of the evaluation phase (EVAL) and manoeuvres training phase (MT). However, EBT also requires a scenario-based training phase (SBT) following the EVAL to complete the module.