Annex II to ED Decision 2025/023/R

'AMC and GM to Part NCO — Issue 2, Amendment 17

This document shows deleted text, new or amended text as follows:

— deleted text is ~~struck through~~;

— new or amended text is highlighted in blue;

— 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)'.

GM1 NCO.GEN.105 Pilot-in-command responsibilities and authority

GENERAL

[…]

(b) the operation and safety of the aircraft:

(1) for aeroplanes and gyroplanes, from the moment it is first ready to move for the purpose of flight until the moment it comes to rest at the end of the flight and the engine(s) used as primary propulsion unit(s) is/are shut down;

[…]

AMC1 NCO.GEN.115 Taxiing of aeroplanes or gyroplanes

GYROPLANES — SAFETY-CRITICAL ACTIVITY

When a person is designated by the operator to taxi a gyroplane on the movement area of an aerodrome, and that person is not an appropriately qualified pilot, the rotor of the gyroplane should be secured in its parking position.

GM1 NCO.GEN.115 Taxiing of aeroplanes or gyroplanes

SAFETY-CRITICAL ACTIVITY

(a) Taxiing should be treated as a safety-critical activity due to the risks related to the movement of the aeroplane or the gyroplane and the potential for a catastrophic event on the ground.

(b) Taxiing is a high-workload phase of flight that requires the full attention of the pilot-in-command.

GM1 NCO.GEN.115(b)(4) Taxiing of aeroplanes or gyroplanes

SKILLS AND KNOWLEDGE

The person designated by the operator to taxi an aeroplane or a gyroplane should possess the following skills and knowledge:

(a) positioning of the aeroplane or the gyroplane to ensure safety when starting the engine;

(b) getting ATIS reports and taxi clearance, where applicable;

(c) interpretation of airfield markings/lights/signals/indicators;

(d) interpretation of marshalling signals, where applicable;

(e) identification of suitable parking areas;

(f) maintaining lookout and right-of-way rules and complying with ATC or marshalling instructions, when applicable;

(g) avoidance of the adverse effect of propeller slipstream or jet wash on other ~~aeroplanes~~aircraft, aerodrome facilities and personnel;

(h) inspection of the taxi path when surface conditions are obscured;

(i) communication with others when controlling an aeroplane or a gyroplane on the ground;

(j) interpretation of operational instructions;

(k) reporting of any problem that may occur while taxiing an aeroplane or a gyroplane; and

(l) adapting the taxi speed in accordance with prevailing aerodrome, traffic, surface and weather conditions.

AMC1 NCO.OP.125(b) Fuel/energy and oil supply ~~— aeroplanes and helicopters~~

PLANNING CRITERIA — FINAL RESERVE FUEL/ENERGY

[…]

(b) for rotorcraft~~helicopters~~:

[…]

AMC2 NCO.OP.125(b) Fuel/energy and oil supply ~~— aeroplanes and helicopters~~

[…]

AMC3 NCO.OP.125(b) Fuel/energy and oil supply ~~— aeroplanes and helicopters~~

[…]

GM1 NCO.OP.125(b) Fuel/energy and oil supply ~~— aeroplanes and helicopters~~

[…]

GM2 NCO.OP.125(b) Fuel/energy and oil supply ~~— aeroplanes and helicopters~~

[…]

AMC1 NCO.OP.160 Meteorological conditions

APPLICATION OF AERODROME FORECASTS (TAF & TREND) ~~— AEROPLANES AND HELICOPTERS~~

[…]

GM1 NCO.OP.160 Meteorological conditions

CONTINUATION OF A FLIGHT ~~— AEROPLANES AND HELICOPTERS~~

[…]

GM2 NCO.OP.160 Meteorological conditions

EVALUATION OF METEOROLOGICAL CONDITIONS ~~— AEROPLANES AND HELICOPTERS~~

[…]

AMC1 NCO.OP.175 Take-off conditions ~~— aeroplanes and helicopters~~

[…]

AMC1 NCO.OP.207 Approach and landing conditions — gyroplanes

The in-flight determination of the landing distance suitability should be based on the latest available meteorological report.

GM1 NCO.IDE.H.100(a) Instruments and equipment — general

APPLICABLE AIRWORTHINESS REQUIREMENTS

The applicable airworthiness requirements for the approval of instruments and equipment required by this Part are the following:

(a) Regulation (EU) No 748/2012 for ~~helicopters~~ rotorcraft registered in the EU; and

(b) ~~A~~airworthiness requirements of the State of registry for ~~helicopters~~ rotorcraft registered outside the EU.

GM1 NCO.IDE.H.100(c) Instruments and equipment — general

NOT REQUIRED INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS, BUT ARE CARRIED ON A FLIGHT

[…]

(b) The failure of additional non-installed instruments or equipment not required by this Part or by the applicable airworthiness requirements or any applicable airspace requirements should not adversely affect the airworthiness and/or the safe operation of the ~~helicopters~~ rotorcraft. Examples may be the following:

(1) portable electronic flight bag (EFB);

(2) portable electronic devices carried by crew members; and

(3) non-installed passenger entertainment equipment.

AMC1 NCO.IDE.H.115 Operating lights

LANDING LIGHT FOR HELICOPTERS

For helicopters, ~~T~~the landing light should be trainable, at least in the vertical plane, or optionally be an additional fixed light or lights positioned to give a wide spread of illumination.

AMC1 NCO.IDE.H.120 & NCO.IDE.H.125 Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment

INTEGRATED INSTRUMENTS

(a) Individual equipment requirements may be met by combinations of instruments, by integrated flight systems or by a combination of parameters on electronic displays. The information so available to each required pilot should not be less than that required in the applicable operational requirements, and the equivalent safety of the installation should be approved during the type certification of the ~~helicopters~~ rotorcraft for the intended type of operation.

(b) The means of measuring and indicating turn and slip, ~~helicopters~~ rotorcraft attitude and stabilised ~~helicopters~~ rotorcraft heading may be met by combinations of instruments or by integrated flight director systems, provided that the safeguards against total failure, inherent in the three separate instruments, are retained.

AMC1 NCO.IDE.H.120(a)(4) & NCO.IDE.H.125(a)(4) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment

CALIBRATION OF THE INSTRUMENT INDICATING AIRSPEED

(a) The instrument indicating airspeed should be calibrated in knots (kt).

(b) In the case of ~~helicopters~~ rotorcraft with an MCTOM below 2 000 kg, calibration in kilometres per hour (km/h~~kph~~) or in miles per hour (mph) is acceptable when such units are used in the AFM.

AMC1 NCO.IDE.H.135 Flight crew interphone system

GENERAL

(a) The flight crew interphone system should not be of a handheld type.

(b) A headset consists of a communication device which includes two earphones to receive and a microphone to transmit audio signals to the ~~helicopter's~~ rotorcraft's communication system. To comply with the minimum performance requirements, the earphones and microphone should

match the communication system's characteristics and the flight crew compartment environment. The headset should be adequately adjustable in order to fit the pilot's head. Headset boom microphones should be of the noise-cancelling type.

(c) If the intention is to utilise noise-cancelling earphones, the pilot-in-command should ensure that the earphones do not attenuate any aural warnings or sounds necessary for alerting the flight crew on matters related to the safe operation of the ~~helicopters~~ rotorcraft.

AMC1 NCO.IDE.H.140 Seats, seat safety belts, restraint systems and child restraint devices

CHILD RESTRAINT DEVICES (CRDs)

(a) A CRD is considered to be acceptable if:

(1) it is a supplementary loop belt manufactured with the same techniques and the same materials of the approved safety belts; or

(2) it complies with (b).

(b) Provided the CRD can be installed properly on the respective ~~helicopter~~ rotorcraft seat, the following CRDs are considered acceptable:

[…]

GM1 NCO.IDE.H.145 First-aid kit

LOCATION AND USE

The location of the first-aid kit is normally indicated by ~~using~~ internationally recognisable signs.

The first-aid kit~~FAK~~ 'should be easily~~readily~~ accessible for use' in ~~helicopter~~ rotorcraft operations should be understood as the first-aid kit being ~~either~~ accessible either in flight or immediately after landing.

[…]

AMC1 NCO.IDE.H.175 Flight over water

[…]

RISK ASSESSMENT

(a) When conducting the risk assessment, the pilot-in-command should base their ~~his/her~~ decision, as far as is practicable, on the Implementing Rules and AMC~~s~~ applicable to the operation of the ~~helicopter~~ rotorcraft.

[…]

AMC1 NCO.IDE.H.180 Survival equipment

GENERAL

~~Helicopters~~ Rotorcraft operated across areas in which search and rescue would be especially difficult should be equipped with the following:

[…]

AMC2 NCO.IDE.H.180 Survival equipment

ADDITIONAL SURVIVAL EQUIPMENT

(a) The following additional survival equipment should be carried when required:

(1) 500 ml of water for each four, or fraction of four, persons on board;

(2) one knife;

(3) first-aid equipment; and

(4) one set of air/ground codes.

(b) If any item of equipment contained in the above list is already carried on board the ~~helicopter~~ rotorcraft in accordance with another requirement, there is no need for this to be duplicated.

AMC1 NCO.IDE.H.185 All ~~helicopters~~ rotorcraft on flights over water – ditching

[…]

GM1 NCO.IDE.H.195 Navigation equipment

APPLICABLE AIRSPACE REQUIREMENTS

For ~~helicopters~~ rotorcraft that are ~~being~~ operated under European air traffic control, the applicable airspace requirements include the Single European Sky legislation.

AMC1 NCO.IDE.H.200 Transponder

GENERAL

(a) The secondary surveillance radar (SSR) transponders of ~~helicopters~~ rotorcraft ~~being~~ operated under European air traffic control should comply with any applicable ~~S~~single European ~~S~~sky legislation.

[…]

GM1 NCO.SPEC.100 Scope

LIST OF SPECIALISED OPERATIONS

(a) Specialised operations include the following activities:

(1) helicopter external loads operations;

(2) ~~helicopters~~ rotorcraft survey operations;

[…]

GM1 NCO.SPEC.105 Checklist

DEVELOPMENT OF CHECKLISTS

[…]

(b) aircraft and equipment:

(1) the category of aircraft to be used for the activity should be indicated, e.g. helicopter/gyroplane/aeroplane, single-/multi-engined;

(2) all equipment required for the activity should be listed;

[…]