

Annex to Decision 2015/004/R

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

The Annex to Decision 2014/016/R¹ is hereby amended as follows:

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

1. deleted text is marked with ~~strike through~~;
2. new or amended text is highlighted in grey; and
3. an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

A new GM1 NCO.GEN.115 is inserted as follows:

GM1 NCO.GEN.115 Taxiing of aeroplanes

SAFETY-CRITICAL ACTIVITY

- (a) Taxiing should be treated as a safety-critical activity due to the risks related to the movement of the aeroplane 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.

The following amendments are editorial changes to the existing text which are not related to the substantial amendments of this Decision:

AMC1 NCO.GEN.155 is amended as follows:

AMC1 NCO.GEN.155 Minimum equipment list

CONTENT AND APPROVAL OF THE MEL

(...)

- (c) In addition to the list of items and related dispatch conditions, the MEL should contain:
 - (1) a preamble, including guidance and definitions for flight crew members and maintenance personnel using the MEL. The MEL preamble should:
(...)

¹ Decision 2014/016/R of the Executive Director of the Agency of 24 April 2014 adopting Acceptable Means of Compliance and Guidance Material to Part-NCO of Commission Regulation (EU) No 965/2012 and repealing Decision 2013/021/R of the Executive Director of the Agency of 23 August 2013.

- (2) the revision status of the MMEL upon which the MEL is based and the revision status of the MEL;
- (3) the scope, extent and purpose of the MEL;
- (4) operational and maintenance procedures as part of the MEL or by means of reference to another appropriate document, based on the operational and maintenance procedures referenced in the MMEL; and
- (5) the dispatch conditions associated with flights conducted in accordance with special approvals held by the operator in accordance with Part-SPA.

(...)

AMC1 NCO.IDE.A.120(a)(4) & NCO.IDE.A.125(a)(4) is amended as follows:

AMC1 NCO.IDE.A.120(a)(4) & NCO.IDE.A.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 aeroplanes with a maximum certified take-off mass (MCTOM) below 2 000 kg, calibration in kilometres (~~km~~) per hour (kph) or in miles per hour (mph) is acceptable when such units are used in the AFM.

AMC1 NCO.IDE.H.120(a)(4) & NCO.IDE.H.125(a)(4) is amended as follows:

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 with an MCTOM below 2 000 kg, calibration in kilometres (~~km~~) per hour (kph) or in miles per hour (mph) is acceptable when such units are used in the AFM.

AMC1 NCO.IDE.S.115(a)(4) & NCO.IDE.S.120(d) is amended as follows:

AMC1 NCO.IDE.S.115(a)(4) & NCO.IDE.S.120(d) Operations under VFR & cloud flying — flight and navigational instruments

CALIBRATION OF THE INSTRUMENT INDICATING AIRSPEED

- (a) The instrument indicating airspeed should be calibrated in knots (kt).
- (b) Calibration in kilometres (~~km~~) per hour (kph) or in miles per hour (mph) is also acceptable.