Annex to Decision 2015/007/R

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

The Annex to Decision 2014/015/R[1] 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 AMC1 CAT.GEN.MPA.124 is inserted as follows:

AMC1 CAT.GEN.MPA.124 Taxiing of aircraft

PROCEDURES FOR TAXIING

Procedures for taxiing should include at least the following:

(a) application of the sterile flight crew compartment procedures;

(b) use of standard radio-telephony (RTF) phraseology;

(c) use of lights;

(d) measures to enhance the situational awareness of the minimum required flight crew members. The following list of typical items should be adapted by the operator to take into account its operational environment:

(1) each flight crew member should have the necessary aerodrome layout charts available;

(2) the pilot taxiing the aircraft should announce in advance his/her intentions to the pilot monitoring;

(3) all taxi clearances should be heard and should be understood by each flight crew member;

(4) all taxi clearances should be cross-checked against the aerodrome chart and aerodrome surface markings, signs, and lights;

(5) an aircraft taxiing on the manoeuvring area should stop and hold at all lighted stop bars, and may proceed further when an explicit clearance to enter or cross the runway has been issued by the aerodrome control tower, and when the stop bar lights are switched off;

[1] Decision 2014/015/R of the Executive Director of the Agency of 24 April 2014 adopting Acceptable Means of Compliance and Guidance Material to Part-CAT of Commission Regulation (EU) No 965/2012 and repealing Decision 2012/018/R of the Executive Director of the Agency of 24 October 2012.

(6) if the pilot taxiing the aircraft is unsure of his/her position, he/she should stop the aircraft and contact air traffic control;

(7) the pilot monitoring should monitor the taxi progress and adherence to the clearances, and should assist the pilot taxiing;

(8) any action which may disturb the flight crew from the taxi activity should be avoided or done with the parking brake set (e.g. announcements by public address);

(e) subparagraphs (d)(2) and (d)(7) are not applicable to single-pilot operations.

A new GM2 CAT.GEN.MPA.125 is inserted as follows:

GM2 CAT.GEN.MPA.125 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 flight crew.

GM1 CAT.GEN.MPA.155 is amended as follows:

GM1 CAT.GEN.MPA.155 Carriage of weapons of war and munitions of war

WEAPONS OF WAR AND MUNITIONS OF WAR

(a) In accordance with Regulation (EC) No 300/2008, weapons of war may be carried on board an aircraft, in a place that is not inaccessible, if the required security conditions in accordance with national laws have been fulfilled and authorisation has been given by the States involved.

(~~a~~b) There is no internationally agreed definition of weapons of war and munitions of war. Some States may have defined them for their particular purposes or for national need.

(~~b~~c) It is the responsibility of the operator to check, with the State(s) concerned, whether or not a particular weapon or munition is regarded as a weapon of war or munitions of war. In this context, States that may be concerned with granting approvals for the carriage of weapons of war or munitions of war are those of origin, transit, overflight and destination of the consignment and the State of the operator.

(~~c~~d) Where weapons of war or munitions of war are also dangerous goods by definition (e.g. torpedoes, bombs, etc.), CAT.GEN.MPA.200 Transport of dangerous goods also applies.

GM1 CAT.GEN.MPA.160 is amended as follows:

GM1 CAT.GEN.MPA.160 Carriage of sporting weapons and ammunition

SPORTING WEAPONS

(a) In accordance with Regulation (EC) No 300/2008 sporting weapons may be carried on board an aircraft, in a place that is not inaccessible, if the required security conditions in accordance with national laws have been fulfilled and authorisation has been given by the States involved.

(~~a~~b) There is no internationally agreed definition of sporting weapons. In general, it may be any weapon that is not a weapon of war or munitions of war. Sporting weapons include hunting knives, bows and other similar articles. An antique weapon, which at one time may have been a weapon of war or munitions of war, such as a musket, may now be regarded as a sporting weapon.

(~~b~~c) A firearm is any gun, rifle or pistol that fires a projectile.

(~~c~~d) The following firearms are generally regarded as being sporting weapons:

(1) those designed for shooting game, birds and other animals;

(2) those used for target shooting, clay-pigeon shooting and competition shooting, providing the weapons are not those on standard issue to military forces; and

(3) airguns, dart guns, starting pistols, etc.

(~~d~~e) A firearm, which is not a weapon of war or munitions of war, should be treated as a sporting weapon for the purposes of its carriage on an aircraft.

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

AMC1 CAT.GEN.MPA.195(b) is amended as follows:

AMC1 CAT.GEN.MPA.195(b) Preservation, production and use of flight recorder recordings

OPERATIONAL CHECKS

Whenever a recorder is required to be carried, the operator should:

(a) perform an annual inspection of FDR recording and CVR recording unless one or more of the following applies:

(…)

(3) Where two solid-state CVRs are both fitted with internal built-in-test equipment sufficient to monitor reception and recording of data, a comprehensive recording inspection needs to be performed for one CVR only. For the second CVR, checking its

internal built-in-test equipment is sufficient. The inspection should be performed alternately such that each CVR is inspected once every other year.

GM1 CAT.GEN.NMPA.140(a)(9) is amended as follows:

GM1 CAT.GEN.NMPA.140(a)(9) Documents, manuals and information to be carried

JOURNEY LOG~~,~~ OR EQUIVALENT

'Journey log~~,~~ or equivalent' means that the required information may be recorded in documentation other than a log book, such as the operational flight plan or the aircraft technical log.

AMC1 CAT.OP.MPA.140(c) is amended as follows:

AMC1 CAT.OP.MPA.140(~~c~~d) Maximum distance from an adequate aerodrome for two-engined aeroplanes without an ETOPS approval

OPERATION OF NON-ETOPS COMPLIANT TWIN TURBO-JET AEROPLANES WITH MOPSC OF 19 OR LESS AND MCTOM LESS THAN 45 360 KG BETWEEN 120 AND 180 MINUTES FROM AN ADEQUATE AERODROME

(…)

AMC3 CAT.POL.MAB.100(b) is renamed as follows (consequently, the order of the AMCs related to CAT.POL.MAB.100 needs to be adjusted):

~~AMC3~~AMC1 CAT.POL.MAB.100~~(b)~~(a)

CENTRE OF GRAVITY LIMITS – OPERATIONAL CG ENVELOPE AND IN-FLIGHT CG

GM2 CAT.POL.MAB.100(e) is amended as follows:

GM2 CAT.POL.MAB.100(e) Mass and Balance, Loading

STATISTICAL EVALUATION OF PASSENGERS AND BAGGAGE DATA

(…)

(b) Calculation of average mass and standard deviation. If the sample of passengers weighed is drawn at random, then the arithmetic mean of the sample ($\bar{x}$) is an unbiased estimate of the true average mass (μ) of the population.

(1) Arithmetic mean of sample where:

$$\bar{x} = \frac{\sum_{j=1}^{n} x_j}{n}$$

x_j = mass values of individual passengers (sampling units).

(2) Standard deviation where:

$$s = \sqrt{\frac{\sum_{j=1}^{n} (x_j - \bar{x})^2}{n-1}}$$

$x_j - \bar{x}$ = deviation of the individual value from the sample mean.

(…)

AMC3 CAT.IDE.A.190 is amended as follows:

AMC3 CAT.IDE.A.190 Flight data recorder

PERFORMANCE SPECIFICATIONS FOR THE PARAMETERS TO BE RECORDED FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL COFA ON OR AFTER 1 APRIL 1998 AND BEFORE 1 JANUARY 2016

Table 1: FDR

No	Parameter	Range	Sampling interval in seconds	Accuracy limits (sensor input compared to FDR readout)	Recommended resolution in readout	Remarks
(…)						
3	Indicated airspeed or calibrated airspeed	50 kt or minimum value installed pitot static system to Max V_{SO} Max V_{SO} to 1.2 V_D	1	±5 % ±3 %	1 kt (0.5 kt recommended)	Should be obtained from air data computer when installed. V_{SO}: stalling speed or minimum steady flight speed in the landing configuration V_D design diving speed
(…)						

AMC5 CAT.IDE.A.190 is amended as follows:

AMC5 CAT.IDE.A.190 Flight data recorder

PERFORMANCE SPECIFICATIONS FOR THE PARAMETERS TO BE RECORDED FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL COFA UP TO AND INCLUDING 31 MARCH 1998

Table 1: Flight data recorder

No	Parameter	Range	Sampling interval in seconds	Accuracy limits (sensor input compared to FDR readout)	Recommended resolution in readout	Remarks
(…)						
3	Indicated airspeed or calibrated airspeed	50 kt to max V_{SO} Max V_{SO} to 1.2 V_D	1	±5 % ±3 %	1 kt	V_{SO} stalling speed or minimum steady flight speed in the landing configuration V_D design diving speed
(…)						

AMC1 CAT.IDE.H.125(b) & CAT.IDE.H.130(h) is amended as follows:

AMC1 CAT.IDE.H.125(b) & CAT.IDE.H.130(h) Operations under VFR by day & Operations under IFR or at night — flight and navigational instruments and associated equipment ~~and~~

MULTI-PILOT OPERATIONS — DUPLICATE INSTRUMENTS

Duplicate instruments should include separate displays for each pilot and separate selectors or other associated equipment where appropriate.

AMC1 CAT.IDE.H.190 is amended as follows:

AMC1 CAT.IDE.H.190 Flight data recorder

OPERATIONAL PERFORMANCE REQUIREMENTS FOR HELICOPTERS HAVING AN MCTOM OF MORE THAN 3 175 KG AND FIRST ISSUED WITH AN INDIVIDUAL COFA ON OR AFTER 1 JANUARY 2016

(…)

Table 1: FDR — all helicopters

No*	Parameter
1	Time or relative time count
2	Pressure altitude
3	Indicated airspeed or calibrated airspeed
4	Heading
~~e~~5	Normal acceleration

(…)

AMC2 CAT.IDE.H.290 is amended as follows:

AMC2 CAT.IDE.H.290(b) Life-jackets

ELECTRIC ILLUMINATION

The means of electric illumination should be a survivor locator light as defined in the applicable ETSO issued by the Agency or equivalent.

AMC1 CAT.IDE.S.110(a)(4) & CAT.IDE.S.115(d) is amended as follows:

AMC1 CAT.IDE.S.110(a)(4) & CAT.IDE.S.115(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.

AMC1 CAT.IDE.B.140(c)(1) is amended as follows:

AMC1 CAT.IDE.B.1450(c)(1) Miscellaneous equipment

KNIFE

The knife, hook knife or equivalent, should be capable of cutting any control line or handling rope that is accessible to the commander or a crew member from the basket.

In order to ensure consistent use of terminology, the following terms are replaced in the entire Annex:

— ‘air operator certificate’ replaced by ‘AOC’ (except when mentioned for the first time);

— ‘commercial air transport’ replaced by ‘CAT’ (except when mentioned for the first time).