



European Aviation Safety Agency

EXPLANATORY NOTE

Acceptable Means of Compliance and Guidance Material to Part-FCL

1. General

Background

On 8 April 2008 Regulation (EC) No 216/2008 of 20 February 2008¹ (the 'Basic Regulation') entered into force. In addition, the Commission has adopted the necessary rules ('Commission Regulations') for the implementation of the Basic Regulation for the technical requirements and administrative procedures related to civil aviation aircrew². Annex I to this Regulation, Part-FCL contains the requirements for flight crew licensing.

Pursuant to Article 18 of the Basic Regulation the European Aviation Safety Agency (the 'Agency') shall, where appropriate, issue Acceptable Means of Compliance (AMC), as well as Guidance Material (GM) for the application of the Basic Regulation and its Implementing Rules.

Agency measures

AMC illustrate a means, but not the only means, by which a requirement of an Implementing Rule can be met. Satisfactory demonstration of compliance using a published AMC shall provide for presumption of compliance with the related requirement; it is a way to facilitate certification tasks for the applicant and the competent authority.

GM is issued by the Agency to assist in the understanding of the Basic Regulation, its Implementing Rules and Certification Specifications (CSs).

General structure and format

This document is related to Part-FCL and contains 12 subparts by taking over the structure of the Implementing Rules (Subparts A to K and Appendices).

Publication

The full text of the AMC as well as the GM is available on the [website](#) of the Agency. For more information, contact the Agency at: RPS@easa.europa.eu.

2. Consultation on draft proposals

The AMC and GM to Part-FCL are developed by the Agency, following a structured process as required by Article 52.1 of the Basic Regulation. Such a process has been adopted by the Agency's Management Board and is referred to as 'The Rulemaking Procedure'³.

¹ Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC. (OJ L 79, 19.03.2008, p. 1).

² Commission Regulation (EU) 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 (OJ L 311, 25.11.2011).

³ Management Board decision concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material ('Rulemaking Procedure'), EASA MB 08-2007, 13.6.2007.

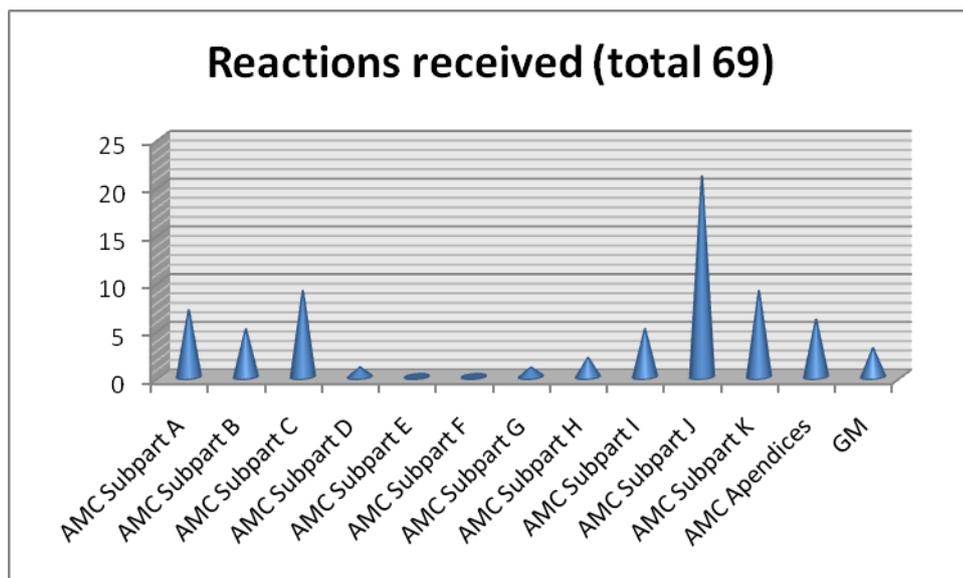
The Executive Director Decision 2011/016/R adopts the initial issue of the AMC and the GM to Part-FCL that is the output of the following Agency's rulemaking task:

Rulemaking Task No.	TITLE	NPA No.
FCL.001	Acceptable Means of Compliance and Guidance Material on the licensing of pilots	2008-17b

The Notice of Proposed Amendment (NPA) has been subject to consultation in accordance with Article 52 of the Basic Regulation and Article 15 of the Rulemaking Procedure established by the Management Board. For detailed information on the proposed changes and their justification, please consult the above NPA 2008-17b⁴ which is available on the Agency's website.

The Agency has addressed and responded to the comments received on the NPA. The responses are contained in a Comment Response Document (CRD) which has been produced for this NPA (CRD 2008-17b (CRD b.3)⁵) and which is also available on the Agency's website.

In response to the CRD 2008-17b (CRD b.3), the Agency received a total number of 69 reactions. These reactions were concentrating on the different subparts like shown in the below table:



3. Publication of the AMC and GM to Part-FCL

When drafting Part-FCL (proposed with NPA 2008-17b and published with the CRD 2008-17b), in general, Section 1 of JAR-FCL became Implementing Rules and Section 2 of JAR-FCL became AMC and GM. Some items from Section 1 of JAR-FCL were considered to be better placed in AMC than in the Implementing Rules and, therefore, they were put into the AMC. Next to that new AMC and GM were developed to cover the new licences, ratings, certificates and aircraft categories.

- a) All reactions received after the publication of the CRD were taken into careful consideration for the drafting of the present AMC and GM to Part-FCL. The following principles were applied when addressing the different reactions:

⁴ See Rulemaking Archive page: <http://www.easa.europa.eu/rulemaking/r-archives.php>.

⁵ See Rulemaking Archive page: <http://www.easa.europa.eu/rulemaking/r-archives.php>.

- i) Whenever a reaction to the CRD turned out to be a new comment to Part-FCL, it was considered to have arrived after the end of the deadline for commenting on the NPA 2008-17b. Such new comments had to be considered as not applicable for any change. Nevertheless, such comments were carefully evaluated to decide whether an immediate safety concern exists, in which case this new comment would have been taken on board.
 - ii) Some reactions to the CRD pointed out that text changes promised with the CRD due to comments to the NPA had been omitted for the publication of the AMC text with the CRD. Those omissions were corrected.
 - iii) All reactions to the CRD were discussed with experts inside the Agency to avoid any misinterpretation.
- b) Many reactions to the CRD were related to editorials. They were dealt with during a general text standardisation process that led to numerous changes. This text standardisation was necessary to comply with the requirements of the *English Style Guide* from the Commission⁶ as well as the *Joint Practical Guide of the European Parliament, the Council and the Commission*⁷. In addition to this, the numbering convention and titles of the AMC and GM were reviewed and amended in order to be more consistent with the AMC and GM of other Parts.
 - c) This text standardisation led to major changes in subpart A where the list of abbreviations has become more informative and now gives a perfect tool for a better understanding of the text. In the former publications of this AMC and GM to Part-FCL the principle was applied to use abbreviations after the initial use of a term, which made it sometimes rather complicated to find the text passage where a term was used for the first time. Now all terms for which an abbreviation is applied are mentioned in GM 1 FCL.010 in Subpart A, so that they can be easily found at the very beginning of the AMC and GM document. Other major changes due to the above-mentioned text standardisation process are to be seen on all training programmes. As a result of these changes all training programmes are now built with the same referencing system and Approved Training Organisations (ATO) will in the future be able to create training manuals based on a more user-friendly approach.
 - d) During the comitology process for the Commission Regulation (EU) No 1178/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew the decision was taken that the proposed new licence Basic Light Aircraft Licence (BLAPL) and the related instructor rating of a Light Aircraft Flight Instructor (LAFI) should not be introduced. Therefore, the related AMC and GM were deleted from the text.
 - e) After the above-mentioned deletion the text proposed with the NPA and the CRD did not contain anymore an AMC containing the training syllabus for the instructor for balloons (B) and sailplanes (S) as the requirements for these training syllabi had been covered with the AMC related to the LAFI training courses. Therefore, a new AMC was created to include the training course programmes for the FI(B) and the FI(S) by taking over the initially proposed text from the former AMC related to the training for the LAFI rating.
 - f) As a result of the above-mentioned deletion, it was also necessary to redraft that part of all instructor courses that related to 'teaching and learning'. This subject had been elaborated in depth in the LAFI syllabus. After the deletion of the LAFI course it was transposed to the FI instructor course and all references for the other instructor ratings were changed accordingly.
 - g) As another result of the above-mentioned deletion, it was also necessary to redraft that part of all instructor courses that related to 'Global Positioning System (GPS)'. This subject had been elaborated in depth in the LAFI syllabus. After the deletion of the LAFI

⁶ http://ec.europa.eu/translation/writing/style_guides/english/style_guide_en.pdf.

⁷ <http://eur-lex.europa.eu/en/techleg/pdf/en.pdf>.

course the exercise GPS was first renamed to 'Global Navigation Satellite System (GNSS)' to enable the use of different systems and then was transposed to the FI instructor course. Afterwards all references for the other instructor ratings were changed accordingly.

- h) In response to the reaction received by a helicopter stakeholder group the Agency decided to revise the text of the PPL(H) syllabus to reflect the proposed changes. After careful consideration of the mainly safety-related constraints expressed by stakeholder group the proposed text changes were integrated into the relevant AMC after a careful evaluation by internal experts.
- i) The reaction from a stakeholder to GM1 to FCL.1015 Paragraph 3 requested that the change announced in the CRD to this part of the text should be made. A re-examination of the requested text change resulted in the fact that the change will not be made. The above-mentioned GM contains the recommended minimum durations for skill tests and the request was to introduce a new duration of 30 minutes for a skill test for single-pilot class ratings VFR only. The result of the re-evaluation was that within 30 minutes it would not be possible to do all mandatory items for such a skill test. Therefore, the decision was taken not to introduce the 30 minutes for single-pilot class rating VFR only skill tests.