

Annex V to ED Decision 2022/014/R**'AMC & GM to Annex VII (Part-NCO) to Commission Regulation (EU) No 965/2012 —
Issue 2, Amendment 14'**

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 2014/016/R of 24 April 2014 of the Executive Director of the Agency is amended as follows:

~~GM1-NCO.OP.105 Specification of isolated aerodromes — aeroplanes~~

~~USE OF AN AERODROME AS AN ISOLATED AERODROME~~

~~The concept of an isolated aerodrome allows the operator to use aerodromes that would otherwise be impossible or impractical to use with sufficient fuel/energy to fly to the destination aerodrome and then to a destination alternate aerodrome, provided that operational criteria are used to ensure a safe landing option, for example by specifying a point of no return (PNR). If alternate fuel/energy is carried, the operator is not required to consider the aerodrome isolated and use the aforementioned operational criteria.~~