

Annex VI to ED Decision 2023/007/R

**'AMC & GM to Annex VII (Part-NCO) to Commission Regulation (EU) No 965/2012 —
Issue 2, Amendment 16'**

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

AMC2 NCO.OP.110 Aerodrome operating minima — aeroplanes and helicopters

RVR OR VIS FOR INSTRUMENT APPROACH OPERATIONS — DETERMINATION OF DH/MDH FOR INSTRUMENT APPROACH OPERATIONS — AEROPLANES

[...]

(ec) [...]

(ed) [...]

[...]

Table 2

RVR versus DH/MDH

DH or MDH			Class of lighting facility			
			FALS	IALS	BALS	NALS
ft			RVR (m)			
200	-	210	550	750	1 000	1 200
211	-	240	550	800	1 000	1 200
241	-	250	550	800	1 000	1 300
251	-	260	600	800	1 100	1 300
261	-	280	600	900	1 100	1 300
281	-	300	650	900	1 200	1 400
301	-	320	700	1 000	1 200	1 400
321	-	340	800	1 100	1 300	1 500
341	-	360	900	1 200	1 400	1 600
361	-	380	1 000	1 300	1 500	1 700
381	-	400	1 100	1 400	1 600	1 800
401	-	420	1 200	1 500	1 700	1 900
421	-	440	1 300	1 600	1 800	2 000
441	-	460	1 400	1 700	1 900	2 100
461	-	480	1 500	1 800	2 000	2 200
481	-	500	1 500	1 800	2 100	2 300
501	-	520	1 600	1 900	2 100	2 400
521	-	540	1 700	2 000	2 200	2 400
541	-	560	1 800	2 100	2 300	2 400

DH or MDH			Class of lighting facility			
			FALS	IALS	BALS	NALS
ft			RVR (m)			
561	-	580	1 900	2 200	2 400	2 400
581	-	600	2 000	2 300	2 400	2 400
601	-	620	2 100	2 400	2 400	2 400
621	-	640	2 200	2 400	2 400	2 400
641	-	660	2 300	2 400	2 400	2 400
661	and above		2 400	2 400	2 400	2 400

[...]

DETERMINATION OF RVR FOR INSTRUMENT APPROACH OPERATIONS — HELICOPTERS

(a) [...]

(b) [...]

(c) The visual aids, if available, may comprise standard runway day markings, runway edge lights, threshold lights, runway, end lights and approach lights as defined in Table 6 of [AMC3-NCO.OP.110](#).

(d) [...]

GM1 NCO.OP.110 Aerodrome operating minima — aeroplanes and helicopters

AIRCRAFT CATEGORIES

[...]

(b) The aircraft categories specified in ~~the~~ Table 6-7 should be used. [...]

[...]

AMC1 NCO.OP.142(b)(1) Destination alternate aerodromes — instrument approach operations

SBAS-CAPABLE GNSS EQUIPMENT

GNSS system which are authorised under (E)TSO-C145~~(+)~~ or (E)TSO-C146~~(+)~~ or later revisions are SBAS-capable. Aircraft certified for RNP APCH to LPV minima ~~(see AMC1-NCO.IDE.A/H.195(+))~~ are considered compliant.

AMC1 NCO.OP.142(b)(5) Destination alternate aerodromes — instrument approach operations

APPROPRIATE CONTINGENCY ACTION

[...]

- the emergency use of navigation equipment not meeting the requirements of NCO.IDE.A/H.100 by making use of the provisions in NCO.GEN~~OP~~.105(e);

[...]

GM1 NCO.OP.210 Commencement and continuation of approach — aeroplanes and helicopters

APPLICATION OF RVR REPORTS

[...]

- (b) If a deterioration in the RVR is reported once the aircraft is below 1 000 ft on ~~in~~ the FAS, as applicable, then there is no requirement for the approach to be discontinued. In this situation, the normal visual reference requirements would apply at the DA/H.

[...]

AMC1 NCO.SPEC.115(a) Crew responsibilities

PILOT DUTIES — RECORDING OF FLIGHT TIME

- (a) The pilot should only record flight time for the purpose of meeting experience requirements in specialised operations defined in AMC1 ORO.FC.146(e),(f)&(g) and AMC1 SPO.SPEC.HESLO.100 if NCO.SPEC applies.

[...]