

**Annex to Decision 2015/003/R**  
**'AMC and GM to Part-NCC — Amendment 2'**

The Annex to Decision 2013/021/R<sup>1</sup> 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 NCC.GEN.119 is inserted as follows:

**AMC1 NCC.GEN.119 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;
  - (6) if the pilot taxiing the aircraft is unsure of his/her position, he/she should stop the aircraft and contact air traffic control;

<sup>1</sup> Decision 2013/021/R of the Executive Director of the Agency of 23 August 2013 on adopting Acceptable Means of Compliance and Guidance Material for non-commercial operations with complex motor-powered aircraft (Part-NCC).

- (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 GM1 NCC.GEN.120 is inserted as follows:

**GM1 NCC.GEN.120 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.

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

GM1 NCC.GEN.106(d) is amended as follows:

**GM1 NCC.GEN.106(d) Pilot-in-command responsibilities and authority**

MITIGATING MEASURES — FATIGUE — CONTROLLED REST IN THE FLIGHT CREW COMPARTMENT

(...)

GM2 NCC.GEN.130 is amended as follows:

~~GM2 CAT.GEN.MPA.140~~ **GM2 NCC.GEN.130 Portable electronic devices**

CREW REST COMPARTMENT, NAVIGATION, TEST ENTITIES AND FIRE CAUSED BY PEDS

(...)

GM1 NCC.GEN.145(a) is amended as follows:

**GM1 NCC.GEN.145(a) Preservation, production and use of flight recorder recordings**

REMOVAL OF RECORDERS AFTER A REPORTABLE OCCURRENCE

(...)

The order of GM1 NCC.IDE.H.232 and AMC1 NCC.IDE.H.235 is changed as follows:

**GM1 NCC.IDE.H.232 Helicopters certified for operating on water — Miscellaneous equipment**

**INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA**

International Regulations for Preventing Collisions at Sea are those that were published by the International Maritime Organisation (IMO) in 1972.

**AMC1 NCC.IDE.H.235 All helicopters on flight over water — ditching**

The same considerations of AMC1 NCC.IDE.H.231 should apply in respect of emergency flotation equipment.

~~**GM1 NCC.IDE.H.232 Helicopters certified for operating on water — Miscellaneous equipment**~~

~~**INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA**~~

~~International Regulations for Preventing Collisions at Sea are those that were published by the International Maritime Organisation (IMO) in 1972.~~