

**Annex to Decision 2017/0XX/R**  
**'AMC/GM to Part-NCO — Issue 2, Amendment 6'**

The Annex to Decision 2014/016/R 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.

**GM1.NCO.OP.180 Simulated situations in flight**

**DESIGNATION OF PERSONS AS CREW MEMBERS**

- (a) The operator may designate any person as a crew member (including a task specialist) provided that:
- (1) the role, according to the reasonable expectation of the operator, will enhance the safety of the flight or achieve an operational objective of the flight;
  - (2) the person, according to the reasonable expectation of the operator, is capable of fulfilling the role;
  - (3) the person has been briefed on the role as a crew member and informed that they are crew, not a passenger; and
  - (4) the person agrees to the role as a crew member.
- (b) Crew members are not considered to be passengers.
- (c) Crew members may be required, by specific provisions of this Regulation and other Implementing Rules, to hold licences, ratings or other personnel certificates to fulfil certain roles such as instructor, examiner or flight engineer in certain circumstances.
- (...)

**AMC2 NCO.IDE.A.170 Emergency locator transmitter (ELT)**

**TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS**

- (a) The ELT required by this provision should be one of the following:
- (1) Automatic Fixed (ELT(AF)). An automatically activated ELT that is permanently attached to an aircraft and is designed to aid search and rescue (SAR) teams in locating the crash site.
  - (2) Automatic Portable (ELT(AP)). An automatically activated ELT, which is rigidly attached to an aircraft before a crash, but is readily removable from the aircraft after a crash. It functions as an

ELT during the crash sequence. If the ELT does not employ an integral antenna, the aircraft-mounted antenna may be disconnected and an auxiliary antenna (stored in the ELT case) attached to the ELT. The ELT can be tethered to a survivor or a life-raft. This type of ELT is intended to aid SAR teams in locating the crash site or survivor(s).

- (3) Automatic Deployable (ELT(AD)). An ELT that is rigidly attached to the aircraft before the crash and that is automatically ejected, deployed and activated by an impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided. This type of ELT should float in water and is intended to aid SAR teams in locating the crash site.
  - (4) Survival ELT (ELT(S)). An ELT that is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by a survivor. An ELT(S) may be activated manually or automatically (e.g. by water activation). It should be designed either to be tethered to a life-raft or a survivor. A water-activated ELT(S) is not an ELT(AP).
- (...)

### **AMC2 NCO.IDE.H.170 Emergency locator transmitter (ELT)**

#### TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS

(a) The ELT required by this provision should be one of the following:

- (1) Automatic Fixed (ELT(AF)). An automatically activated ELT that is permanently attached to an aircraft and is designed to aid search and rescue (SAR) teams in locating the crash site.
- (2) Automatic Portable (ELT(AP)). An automatically activated ELT, which is rigidly attached to an aircraft before a crash, but is readily removable from the aircraft after a crash. It functions as an ELT during the crash sequence. If the ELT does not employ an integral antenna, the aircraft-mounted antenna may be disconnected and an auxiliary antenna (stored in the ELT case) attached to the ELT. The ELT can be tethered to a survivor or a life-raft. This type of ELT is intended to aid SAR teams in locating the crash site or survivor(s).
- (3) Automatic Deployable (ELT(AD)). An ELT that is rigidly attached to the aircraft before the crash and that is automatically ejected, deployed and activated by an impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided. This type of ELT should float in water and is intended to aid SAR teams in locating the crash site.
- (4) Survival ELT (ELT(S)). An ELT that is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by a survivor. An ELT(S) may be activated manually or automatically (e.g. by water activation). It should be designed either to be tethered to a life-raft or a survivor. A water-activated ELT(S) is not an ELT(AP).

(...)

### **GM1 NCO.SPEC.HESLO.100 Checklist**

#### REFERENCES

The following references to the AMC and GM of Annex VIII (Part-SPO) provide further guidance for the development of checklists.

- (a) AMC1 SPO.SPEC.HESLO.100 provides a generic framework for the development of standard operating procedures (SOP) for HESLO operations. This AMC can be regarded as a good practice example for developing the checklist for HESLO operations.
- (b) GM1 SPO.SPEC.HESLO.100 provides guidance for initial pilot training for HESLO types 1, 2, 3, and 4 and 5.