

## Annex to ED Decision 2019/025/R

### Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex III (Part-ORO) to Regulation (EU) No 965/2012

#### Issue 2, Amendment 16

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) deleted text is marked with ~~strike through~~;
- (b) new or amended text is highlighted in **grey**; and
- (c) an ellipsis '[...]' indicates that the remaining text is unchanged.

The Annex to ED Decision 2014/017/R is amended as follows:

1. In AMC1 ORO.FC.220&230, point (d) is amended as follows:
  - '(d) **An FFS that is used for the training referred to in point (b)(1) should be qualified in accordance with the special evaluation requirements set out in CS-FSTD(A) (Issue 2 or later)**~~The FFS qualification requirements in (b)(1) are further clarified in the Guidance Material (GM).~~'
2. In AMC2 ORO.FC.220&230, point (d) is amended as follows:
  - '(d) **An FFS that is used for the training referred to in point (b)(1) should be qualified in accordance with the special evaluation requirements set out in CS-FSTD(A) (Issue 2 or later)**~~The FFS qualification requirements in (b)(1) are further specified in the Guidance Material (GM).~~'
3. GM3 ORO.FC.220&230 is amended as follows:
  - a. The first paragraph following the headline 'STALL EVENT RECOVERY TRAINING' is amended as follows:
 

~~'It is of utmost importance that stall event recovery training takes into account the capabilities of the FFS used. Most current and grandfathered FFS models are deficient in representing the aeroplane in the aerodynamic stall regime, thus practising of 'full stall' in such a device could potentially result in negative training or negative transfer of training. The term 'stall event' is therefore introduced to cater for the capability of current and grandfathered FFS, and for potential future FFS enhancements.~~ **To deliver stall event recovery training, the FFS should be qualified against the relevant UPRT elements of CS-FSTD(A) (Issue 2 or later). Stall event recovery training should include training up to the stall (approach-to-stall). Post-stall training may be delivered, provided the device has been qualified against the relevant optional elements of CS-FSTD(A) (Issue 2 or later) and the operator demonstrates that negative training or negative transfer of training is avoided.** A 'stall event' is defined as an occurrence whereby the aeroplane experiences one or more conditions associated with an approach-to-stall or ~~an aerodynamic~~ stall.
  - b. The second paragraph following the headline 'STALL EVENT RECOVERY TRAINING', starting with the word 'IMPORTANT', is deleted.