Annex to Decision 2015/004/R

‘AMC and GM to Part-NCO — Issue 2, Amendment 2’

The Annex to Decision 2014/016/R\(^1\) 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 GM NCO.GEN.115 is inserted as follows:

**GM1 NCO.GEN.115  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 pilot-in-command.

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

AMC1 NCO.GEN.155 is amended as follows:

**AMC1 NCO.GEN.155  Minimum equipment list**

CONTENT AND APPROVAL OF THE MEL

(...)

(c) In addition to the list of items and related dispatch conditions, the MEL should contain:

(1) a preamble, including guidance and definitions for flight crew members and maintenance personnel using the MEL. The MEL preamble should:

(...)
(2) the revision status of the MMEL upon which the MEL is based and the revision status of the MEL;
(3) the scope, extent and purpose of the MEL;
(4) operational and maintenance procedures as part of the MEL or by means of reference to another appropriate document, based on the operational and maintenance procedures referenced in the MMEL; and
(5) the dispatch conditions associated with flights conducted in accordance with special approvals held by the operator in accordance with Part-SPA.

(...)

AMC1 NCO.IDE.A.120(a)(4) & NCO.IDE.A.125(a)(4) is amended as follows:

AMC 1 NCO.IDE.A.120(a)(4) & NCO.IDE.A.125(a)(4) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment

CALIBRATION OF THE INSTRUMENT INDICATING AIRSPEED

(a) The instrument indicating airspeed should be calibrated in knots (kt).
(b) In the case of aeroplanes with a maximum certified take-off mass (MCTOM) below 2 000 kg, calibration in kilometres (km) per hour (kph) or in miles per hour (mph) is acceptable when such units are used in the AFM.

AMC1 NCO.IDE.H.120(a)(4) & NCO.IDE.H.125(a)(4) is amended as follows:

AMC1 NCO.IDE.H.120(a)(4) & NCO.IDE.H.125(a)(4) Operations under VFR & operations under IFR — flight and navigational instruments and associated equipment

CALIBRATION OF THE INSTRUMENT INDICATING AIRSPEED

(a) The instrument indicating airspeed should be calibrated in knots (kt).
(b) In the case of helicopters with an MCTOM below 2 000 kg, calibration in kilometres (km) per hour (kph) or in miles per hour (mph) is acceptable when such units are used in the AFM.

AMC1 NCO.IDE.S.115(a)(4) & NCO.IDE.S.120(d) is amended as follows:

AMC1 NCO.IDE.S.115(a)(4) & NCO.IDE.S.120(d) Operations under VFR & cloud flying — flight and navigational instruments

CALIBRATION OF THE INSTRUMENT INDICATING AIRSPEED

(a) The instrument indicating airspeed should be calibrated in knots (kt).
(b) Calibration in kilometres (km) per hour (kph) or in miles per hour (mph) is also acceptable.