

Annex to Decision 2015/006/R
'AMC and GM to Part-SPO — Amendment 2'

The Annex to Decision 2014/018/R¹ 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 SPO.GEN.005 is amended as follows:

GM1 SPO.GEN.005 Scope

LIST OF SPECIALISED OPERATIONS

- (a) Specialised operations include the following activities:
- (1) helicopter external loads operations;
 - (2) helicopter survey operations;
 - (3) human external cargo operations;
 - (4) parachute operations and skydiving;
 - (5) agricultural flights;
 - (6) aerial photography flights;
 - (7) glider towing;
 - (8) aerial advertising flights;
 - (9) calibration flights;
 - (10) construction work flights, including stringing power line operations, clearing saw operations;
 - (11) oil spill work;
 - (12) avalanche mining operations;
 - (13) survey operations, including aerial mapping operations, pollution control activity;
 - (14) news media flights, television and movie flights;
 - (15) special events flights, including such as flying display and competition flights;

¹ Decision 2014/018/R of the Executive Director of the Agency of 24 April 2014 on adopting Acceptable Means of Compliance and Guidance Material to Part-SPO of Commission Regulation (EU) No 965/2012.

- (16) aerobatic flights;
- (17) animal herding, animal rescue flights and veterinary dropping flights;
- (18) maritime funeral operations;
- (19) scientific research flights (other than those under Annex II to Regulation (EC) No 216/2008);
and
- (20) cloud seeding; and
- (21) sensational flights: flights involving extreme aerobatic manoeuvres carried out for the purpose of allowing the persons on board to experience zero gravity, high G-forces or similar sensations.

A new AMC1 SPO.GEN.119 is inserted as follows:

AMC1 SPO.GEN.119 Taxiing of aircraft

PROCEDURES FOR TAXIING

Procedures for taxiing should include at least the following:

- (a) application of sterile flight deck crew compartment procedures;
- (b) use of standard radio-telephony (RTF) phraseology;
- (c) use of lights;
- (d) measures to enhance the situational awareness of the pilot-in-command. The following list of typical items should be adapted by the operator to take into account its operational environment:
 - (1) the pilot-in-command should have the necessary aerodrome layout charts available;
 - (2) if applicable, the pilot taxiing the aircraft should announce in advance his/her intentions to the pilot monitoring;
 - (3) if applicable, all taxi clearances should be heard, and should be understood by the pilot-in-command;
 - (4) if applicable, 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-in-command is unsure of his/her position, he/she should stop the aircraft and contact air traffic control;
 - (7) any action, which may disturb the pilot-in-command from the taxi activity, should be avoided or done with the parking brake set.

A new GM1 SPO.GEN.120 is inserted as follows:

GM1 SPO.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:

The order of AMC1 SPO.GEN.107(e) and GM 1 SPO.GEN.108(c) is changed as follows:

AMC1 SPO.GEN.107(e) Pilot-in-command responsibilities and authority — balloons

VIOLATION REPORTING

If required by the State in which the incident occurs, the pilot-in-command should submit a report on any such violation to the appropriate authority of the said State; in that event, the pilot-in-command should also submit a copy of it to the competent authority. Such reports should be submitted as soon as possible and normally within 10 days.

GM1 SPO.GEN.108(c) Pilot-in-command responsibilities and authority — balloons

PROTECTIVE CLOTHING

Protective clothing includes:

- (a) long sleeves and trousers preferably made out of natural fibres;
- (b) stout footwear; and
- (c) gloves.

~~AMC1 SPO.GEN.107(e) Pilot-in-command responsibilities and authority — balloons~~

~~VIOLATION REPORTING~~

~~If required by the State in which the incident occurs, the pilot-in-command should submit a report on any such violation to the appropriate authority of the said State; in that event, the pilot-in-command should also submit a copy of it to the competent authority. Such reports should be submitted as soon as possible and normally within 10 days.~~

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

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

REMOVAL OF RECORDERS AFTER A REPORTABLE OCCURRENCE

The need for removal of the recorders from the aircraft is determined by the investigating authority with due regard to the seriousness of an occurrence and the circumstances, including the impact on the operation.

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

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

AMC1 SPO.IDE.H.120(a)(4) & SPO.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.

GM1 SPO.IDE.S.100(c) is amended as follows:

GM1 SPO.IDE.S.100(c) Instruments and equipment — general

NOT REQUIRED INSTRUMENTS AND EQUIPMENT THAT DO NOT NEED TO BE APPROVED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS, BUT ARE CARRIED ON A FLIGHT

- (a) The provision of this paragraph does not exempt any installed instrument or item of equipment from complying with the applicable airworthiness requirements. In this case, the installation should be approved as required in the applicable airworthiness requirements and should comply with the applicable airworthiness codes.
- (eb) The failure of additional non-installed instruments or equipment not required by this Part or by the applicable airworthiness requirements or any applicable airspace requirements should not adversely

affect the airworthiness and/or the safe operation of the sailplane. Examples may be portable electronic devices carried by crew members or task specialists.

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

AMC1 SPO.IDE.S.115(a)(4) & SPO.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.