

Annex VI to ED Decision 2021/005/R

'AMC and GM to Part-NCO — Issue 2, Amendment 10'

The Annex to Decision 2014/016/R of 24 April 2014 is hereby amended as follows:

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

- deleted text is ~~struck-through~~;
- new or amended text is highlighted in blue;
- an ellipsis '[...]' indicates that the rest of the text is unchanged.

AMC1 NCO.OP.205 Approach and landing conditions — aeroplanes and helicopters

LANDING DISTANCE ASSESSMENT ~~/FATO SUITABILITY~~

- (a) The in-flight ~~determination of the~~ landing distance ~~/FATO suitability~~ assessment should be based on the latest available ~~meteorological~~ weather report ~~or~~ and, if available, runway condition report (RCR).
- (b) The assessment should be initially carried out when weather report and RCR, if available, are obtained, usually around top of descent. If the planned duration of the flight does not allow to carry out the assessment in non-critical phases of flight, the assessment should be carried out before departure.
- (c) When meteorological conditions may lead to a degradation of the runway surface condition, the assessment should include consideration of how much deterioration in runway surface friction characteristics may be tolerated, so that a quick decision can be made prior to landing.
- (d) Whenever the RCR is in use and the runway braking action encountered during the landing roll is not as good as reported by the aerodrome operator in the RCR, the pilot-in-command should notify the air traffic services (ATS) by means of a special air-report (AIREP) as soon as practicable.

GM1 NCO.OP.205 Approach and landing conditions — aeroplanes

RUNWAY CONDITION REPORT (RCR)

When the aerodrome reports the runway conditions by means of an RCR, the information contained therein includes a runway condition code (RWYCC). The determination of the RWYCC is based on the use of the runway condition assessment matrix (RCAM). The RCAM correlates the RWYCC with the contaminants present on the runway and the braking action.

A detailed description of the RCR format and content, the RWYCC and the RCAM may be found in Annex V (Part-ADR.OPS) to Regulation (EU) No 139/2014, in Regulation (EU) 2017/373 and in Regulation (EU) No 923/2012 (SERA). Further guidance may be found in the following documents:

- (a) ICAO Doc 9981 'PANS Aerodromes';
- (b) ICAO Doc 4444 'PANS ATM';
- (c) ICAO Doc 10064 'Aeroplane Performance Manual'; and
- (d) ICAO Circular 355 'Assessment, Measurement and Reporting of Runway Surface Conditions'.

AMC1 NCO.OP.206 Approach and landing conditions — helicopters

FATO SUITABILITY

The in-flight determination of the FATO suitability should be based on the latest available meteorological report.

AMC1 NCO.IDE.A.105 Minimum equipment for flight

MANAGEMENT OF THE STATUS OF CERTAIN INSTRUMENTS, EQUIPMENT OR FUNCTIONS

The operator should control and retain the status of the instruments, equipment or functions required for the intended operation, that are not controlled for the purpose of continuing airworthiness management.

GM1 NCO.IDE.A.105 Minimum equipment for flight

MANAGEMENT OF THE STATUS OF CERTAIN INSTRUMENTS, EQUIPMENT OR FUNCTIONS

- (a) The operator should define responsibilities and procedures to retain and control the status of instruments, equipment or functions required for the intended operation, that are not controlled for the purpose of continuing airworthiness management.
- (b) Examples of such instruments, equipment or functions may be, but are not limited to, equipment related to navigation approvals as FM immunity or certain software versions.

AMC1 NCO.IDE.A.145 First-aid kit

CONTENT OF FIRST-AID KITS

- (a) First-aid kits should be equipped with appropriate and sufficient medications and instrumentation. However, these kits should be ~~amended~~ supplemented by the operator according to the characteristics of the operation (scope of operation, flight duration, number and demographics of passengers, etc.).
- (b) The following should be included in the FAKs:

- (1) bandages (assorted sizes, including a triangular bandage),
- [...]
- (7) disposable gloves,
- (8) disposable resuscitation aid, and
- (9) surgical masks.

GM1 NCO.IDE.A.145 First-aid kit

LOCATION

The location of the first-aid kit in the cabin is normally indicated using internationally recognisable signs.

GM2 NCO.IDE.A.145 First-aid kit

CONTENT OF FIRST-AID KITS

The operator may supplement first-aid kits according to the characteristics of the operation based on a risk assessment. The assessment does not require an approval by the competent authority.

AMC1 NCO.IDE.H.105 Minimum equipment for flight

MANAGEMENT OF THE STATUS OF CERTAIN INSTRUMENTS, EQUIPMENT OR FUNCTIONS

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GM1 NCO.IDE.H.105 Minimum equipment for flight

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- (a) The operator should define responsibilities and procedures to retain and control the status of instruments, equipment or functions required for the intended operation, that are not controlled for the purpose of continuing airworthiness management.
- (b) Examples of such instruments, equipment or functions may be, but are not limited to, equipment related to navigation approvals as FM immunity or certain software versions.

AMC1 NCO.IDE.H.145 First-aid kit

CONTENT OF FIRST-AID KITS

- (a) First-aid kits should be equipped with appropriate and sufficient medications and instrumentation. However, these kits should be amended/supplemented by the operator according to the characteristics of the operation (scope of operation, flight duration, number and demographics of passengers, etc.).

- (b) The following should be included in the FAKs:
- (1) bandages (assorted sizes, including a triangular bandage),
[...]
 - (7) disposable gloves,
 - (8) disposable resuscitation aid, and
 - (9) surgical masks.

GM1 NCO.IDE.H.145 First-aid kit

LOCATION AND USE

The location of the first-aid kit is normally indicated using internationally recognisable signs.

The FAK 'should be readily accessible for use' in helicopter operations should be understood as the first-aid kit being either accessible in flight or immediately after landing.

In some operations, it is not practicable to use the first-aid kit during flight. Therefore, the first-aid kit can be carried in the cargo compartment, where it will be easily accessible for use as soon as the aircraft has landed, when the following conditions are met:

- (a) precautionary landing sites are available;
- (b) the lack of cabin space is such that movement or use of the first-aid kit is impaired; and
- (c) the installation of the first-aid kit in the cabin is not practicable.

GM2 NCO.IDE.H.145 First-aid kit

CONTENT OF FIRST-AID KITS

The operator may supplement first-aid kits according to the characteristics of the operation based on a risk assessment. The assessment does not require an approval by the competent authority.