Annex V to ED Decision 2023/007/R

'AMC & GM to Annex VI (Part-NCC) to Commission Regulation (EU) No 965/2012 — Issue 1, Amendment 19'

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

(a) deleted text is ~~struck through~~;

(b) new or amended text is highlighted in blue;

(c) an ellipsis '[…]' indicates that the rest of the text is unchanged.

Note to the reader

In amended, and in particular in existing (that is, unchanged) text, 'Agency' is used interchangeably with 'EASA'. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the 'European Union Aviation Safety Agency (EASA)'.

The Annex to Decision N° 2013/021/Directorate R of the Executive Director of the Agency of 23 August 2013 is amended as follows:

AMC5 NCC.OP.110 Aerodrome operating minima — general

DETERMINATION OF RVR OR VIS FOR INSTRUMENT APPROACH OPERATIONS — AEROPLANES

[…]

(d) […]

Table 8

RVR versus DH/MDH

DH or MDH (ft)			Class of lighting facility			
			FALS	IALS	BALS	NALS
			RVR (m)			
200	-	210	550	750	1 000	1 200
211	-	240	550	800	1 000	1 200
241	-	250	550	800	1 000	1 300
251	-	260	600	800	1 100	1 300
261	-	280	600	900	1 100	1 300
281	-	300	650	900	1 200	1 400
301	-	320	700	1 000	1 200	1 400
321	-	340	800	1 100	1 300	1 500
341	-	360	900	1 200	1 400	1 600
361	-	380	1 000	1 300	1 500	1 700
381	-	400	1 100	1 400	1 600	1 800
401	-	420	1 200	1 500	1 700	1 900
421	-	440	1 300	1 600	1 800	2 000
441	-	460	1 400	1 700	1 900	2 100
461	-	480	1 500	1 800	2 000	2 200
481	-	500	1 500	1 800	2 100	2 300
501	-	520	1 600	1 900	2 100	2 400
521	-	540	1 700	2 000	2 200	2 400
541	-	560	1 800	2 100	2 300	2 400
561	-	580	1 900	2 200	2 400	2 400
581	-	600	2 000	2 300	2 400	2 400
601	-	620	2 100	2 400	2 400	2 400
621	-	640	2 200	2 400	2 400	2 400

DH or MDH (ft)			Class of lighting facility			
			FALS	IALS	BALS	NALS
			RVR (m)			
641	-	660	2 300	2 400	2 400	2 400
661	and above		2 400	2 400	2 400	2 400

Table 9

Visual and non-visual aids and/or on-board equipment versus minimum RVR —aeroplanes

Type of approach	Facilities	Lowest RVR	
		Multi-pilot operations	Single-pilot operations
3D operations Final approach track offset ≤15° for category A and B aeroplanes or ≤5° for Category C and D aeroplanes	runway touchdown zone lights (RTZL) and runway centre line lights (RCLL)	No limitation	
	without RTZL and RCLL but using HUDLS or equivalent system; without RTZL and RCLL but using autopilot or flight director to the DH	No limitation	600 m
	No RTZL and RCLL, not using HUDLS or equivalent system or autopilot to the DH	750 m	800 m
3D operations	runway touchdown zone lights (RTZL) and runway centre line lights (RCLL) and Final approach track offset > 15° for Category A and B aeroplanes or Final approach track offset > 5° for Category C and D aeroplanes	800 m	1 000 m
	without RTZL and RCLL but using HUDLS or equivalent system; autopilot or flight director to the DH and Final approach track offset > 15° for Category A and B aeroplanes or Final approach track offset > 5° for Category C and D aeroplanes	800 m	1 000 m
2D operations	Final approach track offset ≤15° for category A and B aeroplanes or ≤5° for Category C and D aeroplanes	750 m	800 m

	Final approach track offset > 15° for Category A and B aeroplanes	1 000 m	1 000 m
	Final approach track offset > 5° for Category C and D aeroplanes	1 200 m	1 200 m

AMC1 NCC.OP.153 Destination aerodromes — instrument approach operations

PBN OPERATIONS

[…]

GNSS ROBUSTNESS AGAINST LOSS OF CAPABILITY — HELICOPTERS

(b) The operator may demonstrate robustness against the loss of capability of the GNSS if all of the following criteria are met:

(1) At flight planning stage, SBAS or GBAS are expected to be available and used.

[…]

(5) […]

(i) If the altitude of obstacles on both sides of the flight path are higher than the planned altitude for a given segment of the flight, the operator should ensure that there is no excessive drift on either side by relying on navigation sensors such as an inertial system~~s~~ with performance in accordance with the intended function.

[…]

(6) The operator should ensure that no space weather event is predicted to disrupt GNSS reliability and integrity at both the destination and the alternate aerodromes.

(7) The operator should verify the availability of RAIM for all phases of flight based on GNSS, including navigation to the alternate aerodrome.

[…]

GM2 NCC.OP.153 Destination aerodromes — instrument approach operations

GNSS ROBUSTNESS AGAINST LOSS OF CAPABILITY — HELICOPTERS

[…]

(e) Even though SBAS should be available and used, RAIM should remain available autonomously. In case of loss of the SBAS, the route and the approach to the destination or alternate aerodrome should still be flown with an available RAIM function.

GM1 NCC.OP.230 Commencement and continuation of approach

APPLICATION OF RVR OR VIS REPORTS — AEROPLANES

(a) […]

(c) If the reported RVR is 550 m or greater, but it is less than the RVR calculated in accordance with AMC5 CAT.OP.MPA.110, a go-around is likely to be necessary since visual reference may not be established at the DH or MDH. Similarly, in the absence of an RVR report, the reported visibility or a digital image may indicate that a go-around is likely. The pilot-in-command should consider available options, based on a thorough assessment of risk, such as diverting to an alternate aerodrome, before commencing the approach.

AMC2 NCC.OP.235(a)(3) EFVS 200 operations

RECURRENT TRAINING AND CHECKING FOR EFVS 200 OPERATIONS

(a) The operator should ensure that the pilots~~'~~ are competent~~ce~~ to perform EFVS 200 operations. To do so, pilots should be trained every 6 months by performing at least two approaches on each type of aircraft operated.

[…]