

Acceptable Means of Compliance and Guidance Material to Annex IV (Part-CAT) to Regulation (EU) No 965/2012 — Issue 2, Amendment 24

Annex II to ED Decision 2025/001/R

‘AMC and GM to Part-CAT — Issue 2, Amendment 24’

This document shows deleted, new or amended text as follows:

- deleted text is ~~struck through~~;
- new or amended text is highlighted in **blue**;
- 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)’.

GM1 CAT.OP.MPA.290 Ground proximity detection

TERRAIN AWARENESS WARNING SYSTEM (TAWS) FLIGHT CREW TRAINING

[...]

SPECIFIC ELEMENTS FOR CONTROLLED FLIGHT INTO TERRAIN (CFIT) FLIGHT CREW TRAINING PROGRAMMES

(d) The following items are typical performance-based training objectives for the training of flight crew in the avoidance of CFIT:

- anticipate terrain threats;
- prepare for terrain threats;
- recognise unsafe terrain clearance;
- take appropriate action;
- apply appropriate procedure correctly;
- maintain aircraft control;
- restore safe flight path;
- manage consequences.

(e) The following scenarios may be addressed as part of the training:

- ATC clearance giving insufficient terrain clearance;
- provision of a wrong QNH;
- demonstration of terrain avoidance warning systems (if TAWS is installed);
- engine failure making performance marginal, leading to a TAWS warning (if TAWS is installed);
- 'virtual mountain' meaning the surprise element of an unexpected warning (if TAWS is installed).

(f) More details can be found in ICAO Doc 9995, *Manual of Evidence-based Training*.