

Annex VII to ED Decision 2023/007/R

**'AMC & GM to Annex VIII (Part-SPO) 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 2014/018/R of the Executive Director of the Agency of 24 April 2014 is amended as follows:

AMC1 SPO.GEN.105(a) Crew responsibilities

CREW DUTIES — RECORDING OF FLIGHT TIME

The following should apply for the purpose of recording flight time in accordance with AMC2 SPO.OP.230(i) and meeting experience requirements in specialised operations defined in AMC1 ORO.FC.146(e);(f)&(g) and AMC1 SPO.SPEC.HESLO.100:

[...]

- (c) The list of specialised operations in GM1 SPO.GEN.SPEC.005 may be used for the purpose of (a).

GM1 SPO.OP.110 Aerodrome operating minima — aeroplanes and helicopters

AIRCRAFT CATEGORIES

[...]

- (b) The aircraft categories specified in Table 1-16 should be used.

[...]

AMC1 SPO.OP.152 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 no excessive drift on either side by relying on navigation sensors such as an inertial systems with performance in accordance with the intended function.

- (ii) [...]

- (6) The operator should ensure that no space weather event is predicted to disrupt the 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**.
- [...]

AMC2 SPO.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 ~~ee~~ 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.

[...]