

**Draft Acceptable Means of Compliance (AMC) and Guidance Material (GM) to  
Annex I to United Kingdom Regulation (EU) No 1178/2011**

The AMC and GM to Annex I to United Kingdom Regulation (EU) No 1178/2011 are amended as follows:

The text of the amendment is arranged to show deleted text, 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.

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## DRAFT AMC & GM TO PART-FCL (DRAFT UK DECISION)

01. The following GM6 FCL.010 is inserted:

### GM6 FCL.010 Definitions

- (a) For the purpose of crediting of a pilot's prior experience, 'multi-pilot operation' can be understood to include State aircraft operations (such as military or search & rescue) where two pilots are required by the applicable national regulations, the relevant operations manual or an equivalent document.
- (b) Operations under Annex VII (Part-NCO) to Regulation (EU) No 965/2012 are not under the 'multi-pilot operation' category, except for operations at an ATO for the purpose of providing training in multi-pilot operations, in accordance with the training manual of the ATO

02. AMC1 FCL.050 is amended as follows:

### AMC1 FCL.050 Recording of flight time

#### GENERAL

(...)

(b) Logging of time:

(1) PIC flight time:

- (i) the holder of a licence may log as PIC time all of the flight time during which the individual is the PIC;
- (ii) the applicant for, or the holder of a pilot licence may log as PIC time all solo flight time, flight time as SPIC and flight time under supervision provided that such SPIC time and flight time under supervision are countersigned by the instructor;
- (iii) the holder of an instructor certificate may log as PIC all flight time during which the individual acts as an instructor in an aircraft;
- (iv) the holder of an examiner's certificate may log as PIC all flight time during which the individual occupies a pilot's seat and acts as an examiner in an aircraft;
- (v) a co-pilot acting as PICUS on an aircraft on which more than one pilot is required under the type certification of the aircraft or as required by operational requirements provided that such PICUS time is countersigned by the PIC;
- (vi) if the holder of a pilot licence carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed 30 minutes, such series of flights may be recorded as a single entry;
- (vii) where Regulation (EU) No 965/2012 requires the pilot to act as PIC under the supervision of another pilot (supervisor), both the pilot and the supervisor may log the flight time as PIC.

- (2) co-pilot flight time: the holder of a pilot licence occupying a pilot seat as co-pilot may log all flight time as co-pilot flight time on an aircraft on which more than one pilot is required under the type certification of the aircraft, regulations or **the operations manual of the operator** under which the flight is conducted;

(...)

#### INSTRUCTIONS FOR USE

(...)

- (i) Notes on recording of flight time:

(...)

(10) column 12: the 'remarks' column may be used to record details of the flight at the holder's discretion. The following entries, however, should always be made:

- (i) instrument flight time undertaken as part of the training for a licence or rating;
- (ii) details of all skill tests and proficiency checks;
- (iii) **name and** signature of PIC if the pilot is recording flight time as SPIC or PICUS;
- (iv) **name and** signature of instructor if flight is part of an SEP or TMG class rating revalidation;
- (v) **for multi-pilot operations of single-pilot helicopters, the form of operations, name and signature of the person conducting the skill test or proficiency check or operator proficiency check, and the name of the operator in the case of the operator proficiency check.**

(...)

03. The following GM1 FCL.050 is inserted:

### GM1 FCL.050 Recording of flight time

#### INSTRUCTIONS FOR USE

Pilots may use column 12 ('remarks') of the pilot log book (AMC1 FCL.050) to record the specific nature of a particular flight in the following cases, since a record of relevant experience might be useful with respect to operational requirements:

- (a) flight time as a pilot in a specialised operation, using the list provided in GM1 NCO.SPEC.100 and GM1 SPO.GEN.100 (see AMC1 ORO.FC.146(f)) to Regulation (EU) No 965/2012;(b) HEC 1 and 2 cycles, HESLO 1 2 3 4 cycles, and HHO hoisting cycles by day and night, as pilot flying (see AMC1 SPO.SPEC.HEC.100 and AMC1 SPO.SPEC.HESLO.100, SPA.HHO.130 of Regulation (EU) No 965/2012);
- (c) HHO hours (see SPA.HHO.130 of Regulation (EU) No 965/2012);
- (d) offshore landings by day / by night, as pilot flying (see SPA.HOFO.170 of Regulation (EU) No 965/2012);
- (e) NVIS flights or hours (see GM1 SPA.NVIS.130 to Regulation (EU) No 965/2012);
- (f) IFR approaches in the single-pilot role (see ORO.FC.202 of Regulation (EU) No 965/2012);
- (g) any activity deemed necessary to be recorded for evidence purposes

Pilots may also use column 12 ('remarks') to record IFR approaches exercising PBN privileges and RNP APCH approaches in single-pilot operations (see Appendix 8 to Annex I (Part-FCL)).

04. The following GM1 FCL.520.A is inserted:

#### **GM1 FCL.520.A ATPL(A) – Skill test**

##### **ATPL SKILL TEST IN AN EBT MODULE**

The skill test in accordance with Appendix 9 may be combined with an EBT module. It may follow the same process already described in mixed EBT for the LPC (e.g. manoeuvres validation phase for the pilot performing the ATPL skill test). The competent authority may provide guidance. Further guidance can be found in the EASA EBT manual.

05. The following AMC1 FCL.510.H(b) is inserted:

#### **AMC1 FCL.510.H (f) ATPL(H) — Prerequisites, experience and crediting**

##### **TRAINING GRANTING MCC CREDIT IN THE CONTEXT OF THE ATPL(H) – PILOTS THAT ARE EXPERIENCED IN MULTI-PILOT OPERATIONS**

- (a) prerequisites: this course should only be completed by ATPL applicants.
- (b) training course: The training course should include theoretical training instruction and exercises, as well as practical MCC training using one of the following helicopter simulators:
  - (1) FNPT II or III qualified for MCC,
  - (2) an FTD 2/3
  - (3) an FFS
- (c) objectives: The training course should meet the objectives of AMC1 FCL.735.A; FCL.735.H; FCL.735.As. The head of training of the ATO should adapt the duration of training to the individual needs of the applicant, in order to achieve these objectives.
- (d) Certificate of completion: On completion of the course, once the applicant has met the objectives defined in (c), the applicant should receive a certificate of completion of the training from the ATO. The form should be based on that defined in AMC1 FCL.735.A; FCL.735.H; FCL.735.As. The title of the form should read “–Training in accordance with FCL.510(f) - helicopters”.

06. The following AMC1 FCL.630.H is inserted:

#### **AMC1 FCL.630.H IR(H) - Extension of the privileges of an IR(H) to further helicopter types**

##### **APPROPRIATE FFS OR FTD**

The appropriate FSTD should be a FFS C/D or a FTD 2/3

07. AMC1 FCL.725(a) is amended as follows:

## AMC1 FCL 725(a) Requirements for the issue of class and type ratings

### SYLLABUS OF THEORETICAL KNOWLEDGE FOR CLASS OR TYPE RATINGS

#### I. SE AND ME AEROPLANES

[...]

~~(f) — Special requirements for extension of a type rating for instrument approaches down to decision heights of less than 200 ft (60 m):~~

~~(1) — airborne and ground equipment:~~

~~(i) — technical requirements;~~

~~(ii) — operational requirements;~~

~~(iii) — operational reliability;~~

~~(iv) — fail operational;~~

~~(v) — fail passive;~~

~~(vi) — equipment reliability;~~

~~(vii) — operating procedures;~~

~~(viii) — preparatory measures;~~

~~(ix) — operational downgrading;~~

~~(x) — communications.~~

~~(2) — procedures and limitations:~~

~~(i) — operational procedures;~~

~~(ii) — crew coordination.~~

**(gf)** Special requirements for 'glass cockpit' aeroplanes with EFIS Additional learning objectives:

- (1) general rules of aeroplanes computer hardware and software design;
- (2) logic of all crew information and alerting systems and their limitations;
- (3) interaction of the different aeroplane computer systems, their limitations, the possibilities of computer fault recognition and the actions to be performed on computer failures;
- (4) normal procedures including all crew coordination duties;
- (5) aeroplane operation with different computer degradations (basic flying).

**(hg)** Flight management systems.

#### II. SE AND ME HELICOPTERS

(...)

~~(f) — Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 ft (60 m):~~

~~(1) — airborne and ground equipment:~~

- ~~(i) — technical requirements;~~
- ~~(ii) — operational requirements;~~
- ~~(iii) — operational reliability;~~
- ~~(iv) — fail operational;~~
- ~~(v) — fail passive;~~
- ~~(vi) — equipment reliability;~~
- ~~(vii) — operating procedures;~~
- ~~(viii) — preparatory measures;~~
- ~~(ix) — operational downgrading;~~
- ~~(x) — communication.~~

~~(2) — Procedures and limitations:~~

- ~~(i) — operational procedures~~
- ~~(ii) — crew coordination.~~

~~(gf)~~ Special requirements for helicopters with EFIS.

~~(hg)~~ Optional equipment.

(...)

08. AMC2 FCL.725(a) is amended as follows:

## AMC2 FCL.725(a) Requirements for the issue of class and type ratings

### TRAINING COURSE

#### FLIGHT INSTRUCTION FOR TYPE RATINGS: HELICOPTERS

- (a) The amount of flight instruction depends on:
- (i) complexity of the helicopter type, handling characteristics, level of technology;
  - (ii) category of helicopter (SEP or SE turbine helicopter, ME turbine and MP helicopter);
  - (iii) previous experience of the applicant;
  - (iv) (iv) the availability of FSTDs.

(b) FSTDs

The level of qualification and the complexity of the type will determine the amount of practical training that may be accomplished in FSTDs, including completion of the skill test. Before undertaking the skill test, a student should demonstrate competency in the skill test items during the practical training.

In accordance with Appendix 9 to Part-FCL Section A paragraph 1 third subparagraph, the level of qualification and the complexity of the type will determine the amount of practical training that may be accomplished in FSTDs, including completion of the skill test. Before undertaking the skill test, a student should demonstrate competency in the skill test items during the

**practical training.**

(c) Initial issue

The flight instruction (excluding skill test) should comprise:

<b>Composition of flight instruction</b>		
<b>Helicopter types</b>	<b>In helicopter</b>	<b>In helicopter and FSTD associated training Credits</b>
SEP (H)	5 hrs	Using FFS C/D: At least 2 hrs helicopter and at least 6 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 6 hrs total
SET(H) under 3175 kg MTOM	5 hrs	Using FFS C/D: At least 2 hrs helicopter and at least 6 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 6 hrs total
SET(H) at or over 3175 kg MTOM	8 hrs	Using FFS C/D: At least 2 hrs helicopter and at least 10 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 10 hrs total
SPH MET (H) CS and FAR 27 and 29	8 hrs	Using FFS C/D: At least 2 hrs helicopter and at least 10 hrs total Using FTD 2/3: At least 4 hrs helicopter and at least 10 hrs total
MPH	10 hrs	Using FFS C/D: At least 2 hrs helicopter, and at least 12 hrs total Using FTD 2/3: At least 4 hrs helicopter, and at least 12 hrs total

The flight instruction (excluding skill test) should comprise training time as specified in column 2 in the table below unless otherwise foreseen in the operational suitability data established in accordance with Annex I (Part 21) to Commission Regulation (EU) No 748/2012 (OSD). If, in accordance with Appendix 9 to Part-FCL Section A paragraph 1 third subparagraph, training is conducted in a combination of FSTDs (other than FFS) and the helicopter, the in-aircraft training time will depend on the specificities of the FSTD used. In such a case, in-aircraft training time should comprise, as a minimum, the training time given in column 3 of the table below unless otherwise foreseen in the OSD.

(1)	(2)	(3)
<b>Helicopter types</b>	<b>Minimum training time</b>	<b>Minimum training time in the helicopter, when also using FSTDs other than FFS</b>
SEP (H)	5 hrs	4 hrs
SET(H) under 3175 kg MTOM	5 hrs	4 hrs
SET(H) at or over 3175 kg MTOM	8 hrs	4 hrs
SPH MET (H) CS and FAR 27 and 29	8 hrs	4 hrs
MPH, when the applicant has already completed: - MCC course; - 50 hours of flight time in multi-pilot operations in SPH	5 hrs	Using FTD2/3: At least 2 hrs in the helicopter
MPH	10 hrs	4 hrs

(d) Additional types

The flight instruction (excluding skill test) should comprise:

<b>Composition of flight instruction</b>		
Helicopter types	In helicopter	In helicopter and FSTD associated training Credits
SEP(H) to SEP(H) within AMC1 FCL.740.H (a)(3)	2 hrs	Using FFS C/D: At least 1 hr helicopter and at least 3 hrs total Using FTD 2/3: At least 1 hr helicopter and at least 4 hrs total
SEP(H) to SEP(H) not included in AMC1 FCL.740.H (a)(3)	5 hrs	Using FFS C/D: At least 1 hr helicopter and at least 6 hrs total Using FTD 2/3: At least 2 hr helicopter and at least 7 hrs total
SET(H) to SET(H)	2 hrs	Using FFS C/D: At least 1 hr helicopter and at least 3 hrs total Using FTD 2/3: At least 1 hr helicopter and at least 4 hrs total
SE difference training	1 hrs	N/A
MET(H) to MET(H)	3 hrs	Using FFS C/D: At least 1 hr helicopter and at least 4 hrs total Using FTD 2/3: At least 2 hrs helicopter and at least 5 hrs total
Helicopter types	In helicopter	In helicopter and FSTD associated training Credits
ME difference training	1 hrs	N/A
MPH to MPH	5 hrs	Using FFS C/D: At least 1 hr helicopter and at least 6 hrs total Using FTD 2/3: At least 2 hrs

		helicopter and at least 7 hrs total
Extend privileges on the same type rating from SPH to MPH (except for initial MP issue), or from MPH to SPH	2 hrs	Using FFS C/D: At least 1 hr helicopter and at least 3 hrs total

The flight instruction (excluding the skill test) should comprise training time as specified in column 2 in the table below unless otherwise foreseen in the OSD. If, in accordance with Appendix 9 to Part-FCL Section A paragraph 1 third subparagraph, training is conducted in a combination of FSTDs (other than FFS) and the helicopter, the in-aircraft training time will depend on the specificities of the FSTD used. In such a case, in-aircraft training time should comprise, as a minimum, the time given in column 3 of the table below unless otherwise foreseen in the OSD.

(1)	(2)	(3)
<b>Helicopter types</b>	<b>Minimum training time</b>	<b>Minimum training time in the helicopter, when also using FSTDs other than FFS</b>
SEP(H) to SEP(H) within AMC1 FCL.740.H (a)(3)	2 hrs	1 hr
SEP(H) to SEP(H) not included in AMC1 FCL.740.H (a)(3)	5 hrs	2 hr
SET(H) to SET(H)	2 hrs	1 hr
SE difference training	1 hrs	N/A
MET(H) to MET(H)	3 hrs	2 hrs
ME difference training	1 hrs	N/A
MPH to MPH	5 hrs	2 hrs
Extend privileges on the same type rating from SPH to MPH (except for initial MP issue), or from MPH to SPH	2 hrs	N/A
Extend privileges on the same type rating from SPH to MPH (except for initial MP issue), when applicants have completed 50 hours	1 hr	Training in helicopter or FFS C/D

of flight time in multi-pilot operations on that type		
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~~(e) Holders of an IR(H) wishing to extend the IR(H) to further types should have additionally 2 hours flight training on type by sole reference to instruments according to IFR which may be conducted in an FFS C/D or FTD 2/3. Holders of an SE IR(H) wishing to extend the IR privileges to an ME IR(H) for the first time should complete at least 5 hours training.~~

09. GM1 FCL.740.A is introduced as follows:

## GM1 FCL.740.A Revalidation of class and type ratings – aeroplanes

### COMPLETE EBT PRACTICAL ASSESSMENT IN ACCORDANCE WITH APPENDIX 10

(a) The completion of an EBT Practical assessment includes:

- (1) the assessment of pilot performance either in a simulated or an operational environment and
- (2) the administrative action which includes the completion of the Appendix 10 form.

(b) The assessment as per point (1) usually occurs during the entire validity period of the rating as the EBT programme includes several FSTD sessions, while the administrative action as per point (2) is completed within the 3 months immediately preceding the expiry date of the rating. The EBT programme includes several FSTD sessions, while the administrative action as per point (2) is completed within the 3 months immediately preceding the expiry date of the rating.

10. AMC1 FCL.740.H(a)(3) is amended as follows:

## AMC1 FCL.740.H(a)(3) Revalidation of type ratings – helicopters

### CREDITING OF THE PROFICIENCY CHECK TOWARDS SEP HELICOPTER TYPES

Only the following SEP helicopter types can be considered for crediting of the proficiency check. Other SEP helicopters (for example, ~~the R22 and R44~~) should not be given credit for.

~~Manufacturer-~~ ~~Helicopter type and licence endorsement~~

~~Agusta-Bell~~

~~SEP-~~ ~~Bell47~~

~~Bell Helicopters~~

~~SEP-~~ ~~Bell47~~

~~Brantley~~

~~SEP-~~ ~~Brantley B2~~

~~Breda-Nardi~~

~~SEP~~ ~~HU269~~

~~Enstrom~~

~~SEP~~ ~~ENF28~~

~~Hélicoptères Guimbal~~

~~SEP~~ ~~Cabri-G2~~

~~Hiller~~

~~SEP~~ ~~UH12~~

~~Hughes or Schweizer~~

~~SEP~~ ~~HU269~~

~~Westland~~

~~SEP~~ ~~Bell47~~

Manufacturer	SEP Helicopter type
Agusta-Bell	Bell47
Bell Helicopters	Bell47
Westland	Bell47
Brantley Brantley	B2
Enstrom	ENF28
Hélicoptères Guimbal	Cabri G2
Hiller	UH12
Robinson	R44

11. Point (e) in GM1 to Appendix 10 is introduced as follows:

**GM1 to Appendix 10 — Revalidation and renewal of type ratings, and revalidation and renewal of IRs when combined with the revalidation or renewal of type ratings – EBT practical assessment**

**REVALIDATION OF TYPE RATING — ADMINISTRATIVE PROCEDURES**

(...)

(e) The requirements for completion of the operator’s EBT programme (see the form set out in AMC1 to Appendix 10) can be found in point ORO.FC.231(a)(3) of Annex III (Part-ORO) to Regulation (EU) 965/2012 and include, as a minimum, the completion of:

(1) the completion of the EBT modules (minimum two EBT modules),

- (2) a valid line evaluation of competence and
- (3) the completion of the ground training.

(f) The EBT programme includes equivalencies of approaches (point ORO.FC.231(g)) and determines the necessary training frequency for particular approaches. Therefore, pilots can maintain their PBN privileges when completing an EBT programme. Additionally, in the case of specific approaches related to PBN which require a specific approval in accordance with Subpart B of Annex V (Part-SPA) to Regulation (EU) No 965/2012, the requirements of that Subpart (SPA.PBN) apply.