

## Executive Director Decision

**2021/008/R**

**of 27 May 2021**

**issuing the following:**

**Amendment 14 to Issue 1 of the Guidance Material to Annex I (Definitions for terms used in Annexes II to VIII) to Commission Regulation (EU) No 965/2012**

**‘GM to Definitions — Issue 1, Amendment 14’**

**Amendment 19 to Issue 2 of the Acceptable Means of Compliance and Guidance Material to Annex IV (Part-CAT) to Commission Regulation (EU) No 965/2012**

**‘AMC and GM to Part-CAT — Issue 2, Amendment 19’**

**Amendment 10 to Issue 1 of the Acceptable Means of Compliance and Guidance Material to Annex V (Part-SPA) to Commission Regulation (EU) No 965/2012**

**‘AMC and GM to Part-SPA — Issue 1, Amendment 10’**

**Amendment 14 to Issue 1 of the Acceptable Means of Compliance and Guidance Material to Annex VI (Part-NCC) to Commission Regulation (EU) No 965/2012**

**‘AMC and GM to Part-NCC — Issue 1, Amendment 14’**

**Amendment 11 to Issue 2 of the Acceptable Means of Compliance and Guidance Material to Annex VII (Part-NCO) to Commission Regulation (EU) No 965/2012**

**‘AMC and GM to Part-NCO — Issue 2, Amendment 11’**

**Amendment 14 to Issue 1 of to the Acceptable Means of Compliance and Guidance Material to Annex VIII (Part-SPO) to Commission Regulation (EU) No 965/2012**

**‘AMC and GM to Part-SPO — Issue 1, Amendment 14’**

**Amendment 1 to Issue 1 of the Acceptable Means of Compliance and Guidance Material to Annex VIII (Part-CNS) to Commission Implementing Regulation (EU) 2017/373**

**‘AMC and GM to Part-CNS — Issue 1, Amendment 1’**

**Issue 3 of the Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance**

**‘CS-ACNS — Issue 3’**

**Issue 3 of the Certification Specifications and Guidance Material for Master Minimum Equipment List**

**‘CS-MMEL — Issue 3’**

**‘Amendment of requirements for flight recorders and underwater locating devices  
Certification specifications, acceptable means of compliance, and guidance material for locating an  
aircraft in distress’**

THE EXECUTIVE DIRECTOR OF THE EUROPEAN UNION AVIATION SAFETY AGENCY (EASA),

Having regard to Regulation (EU) 2018/1139<sup>1</sup>, and in particular Article 104(3)(a) thereof,

Having regard to Commission Regulation (EU) No 965/2012<sup>2</sup>, and in particular point ARO.GEN.120 of Annex II (Part-ARO) thereto,

Having regard to Commission Implementing Regulation (EU) No 2017/372<sup>3</sup>, and in particular ATM/ANS.AR.A.015 of Annex V (Part-ATM/ANS.AR) thereto,

Having regard to Commission Regulation (EU) No 748/2012<sup>4</sup>, and in particular point 21.B.70 of Annex I (Part 21) thereto,

Whereas:

- (1) EASA shall, pursuant to Article 76(3) of Regulation (EU) 2018/1139, issue certification specifications and acceptable means of compliance, as well as guidance material, for the application of Regulation (EU) 2018/1139 and of the delegated and implementing acts adopted on the basis thereof.
- (2) Certification specifications are non-binding technical standards issued by EASA which indicate the means to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, and which can be used by organisations for the purpose of certification.
- (3) Acceptable means of compliance are non-binding standards issued by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, and with the certification specifications.
- (4) Guidance material is non-binding material issued by EASA which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation (EU) 2018/1139, the delegated and implementing acts adopted on the basis thereof, certification specifications and acceptable means of compliance.

<sup>1</sup> Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).

<sup>2</sup> Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32012R0965&qid=1616595324075>).

<sup>3</sup> Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 (OJ L 62, 8.3.2017, p. 1) (<http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1522164345205&uri=CELEX:32017R0373>).

<sup>4</sup> Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21.8.2012, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1473415871666&uri=CELEX%3A32012R0748>).



- (5) With Decision No 2012/015/Directorate R of 24th October 2012, the Executive Director issued Guidance Material to Definitions of Commission Regulation (EU) No 965/2012.
- (6) With Decision 2014/015/R of 24 April 2014, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Part-CAT of Commission Regulation (EU) No 965/2012.
- (7) With Decision No 2012/019/Directorate R of 24th October 2012, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Part-SPA of Commission Regulation (EU) No 965/2012.
- (8) With Decision No 2013/021/Directorate R of 23 August 2013, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Part-NCC of Commission Regulation (EU) No 965/2012.
- (9) With Decision 2014/016/R of 24 April 2014, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Part-NCO of Commission Regulation (EU) No 965/2012.
- (10) With Decision 2014/018/R of 24 April 2014, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Part-SPO of Commission Regulation (EU) No 965/2012.
- (11) With Decision 2017/001/R of 8 March 2017, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Part-CNS of Commission Regulation (EU) 2017/373.
- (12) With Decision 2014/004/R of 31 January 2014, the Executive Director issued Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance.
- (13) With Decision 2013/031/R of 17 December 2013, the Executive Director issued Certification Specifications and Guidance Material for Master Minimum Equipment List.
- (14) EASA shall, pursuant to Article 4(1)(a) of Regulation (EU) 2018/1139, reflect the state of the art and the best practices in the field of aviation and update its decisions taking into account worldwide aviation experience and scientific and technical progress in the respective fields.

Under rulemaking task (RMT).0400, EASA determined the need to define conditions to ensure that whenever an accident occurs to an aeroplane within the scope of point CAT.GEN.MPA.210 of Part-CAT, search and rescue (SAR) operations are accurately and quickly directed to the accident site, and safety investigation authorities locate the aeroplane in a timely manner. Furthermore, EASA determined that the AMC and GM to the requirements to equip aircraft with emergency locator transmitters (ELTs) need to be amended to be consistent with point CAT.GEN.MPA.210. For that reason, EASA published [Notice of Proposed Amendment \(NPA\) 2020-03](#) on 19 February 2020.

- (15) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure<sup>5</sup>, has widely consulted the interested parties on the matters

<sup>5</sup> EASA Management Board (MB) Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure') (<http://www.easa.europa.eu/system/files/dfu/EASA%20MB%20Decision%2018-2015%20on%20Rulemaking%20Procedure.pdf>).



which are the subject of this Decision, and has provided thereafter a written response to the comments received<sup>6</sup>,

HAS DECIDED:

**Article 1**

The Annex to Decision 2012/015/Directorate R of the Executive Director of the Agency of 24th October 2012 is amended as laid down in Annex I to this Decision.

**Article 2**

The Annex to Decision 2014/015/R of the Executive Director of the Agency of 24 April 2014 is amended as laid down in Annex II to this Decision.

**Article 3**

The Annex to Decision No 2012/019/Directorate R of the Executive Director of the Agency of 24th October 2012 is amended as laid down in Annex III to this Decision.

**Article 4**

The Annex to Decision No 2013/021/R of the Executive Director of the Agency of 23 August 2013 is amended as laid down in Annex IV to this Decision.

**Article 5**

The Annex to Decision 2014/016/R of the Executive Director of the Agency of 24 April 2014 is amended as laid down in Annex V to this Decision.

**Article 6**

The Annex to Decision 2014/018/R of the Executive Director of the Agency of 24 April 2014 is amended as laid down in Annex VI to this Decision.

**Article 7**

The Annex to Decision 2017/001/R of the Executive Director of the Agency of 8 March 2017 is amended as laid down in Annex VII to this Decision.

**Article 8**

Annex VIII to this Decision is issued as Issue 3 of the Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance (CS-ACNS).

**Article 9**

Annex IX to this Decision is issued as Issue 3 of the Certification Specifications and Guidance Material for Master Minimum Equipment List (CS-MMEL).

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<sup>6</sup> The related CRD 2020-03 with the individual stakeholder comments and EASA responses to them will be published at a later stage at <http://easa.europa.eu/document-library/comment-response-documents>. For a summary of the comments and of the responses to them, please refer to Section 2.4 of the Explanatory Note to this Decision.

**Article 10**

This Decision shall enter into force on the day following that of its publication in the Official Publication of EASA.

This Decision shall apply on the thirtieth day following that of its publication in the Official Publication of EASA.

Cologne, 27.5.2021

*For the European Union Aviation Safety Agency  
The Executive Director*

Patrick KY

