

## Executive Director Decision

**2020/017/R**  
**of 11 November 2020**  
**issuing the following:**

**Amendment 3 to Issue 1 of the Acceptable Means of Compliance and Guidance Material  
to Part-ATS**  
**‘AMC and GM to Part-ATS — Issue 1, Amendment 3’**

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,

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) 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.
- (3) 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.
- (4) With Decision 2017/001/R of 8 March 2017, as last amended by Decision 2020/008/R, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Regulation (EU) 2017/373<sup>2</sup>.
- (5) EASA shall, pursuant to Article 4(1)(a) of Regulation (EU) 2018/1139, reflect the state of the art

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<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 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>).

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.

- (6) Commission Implementing Regulation (EU) 2017/373 laying down common requirements for service providers and the oversight in ATM/ANS services and other ATM network functions was amended by Commission Implementing Regulation (EU) 2020/469<sup>3</sup> of 14 February 2020 as regards requirements for air traffic management/air navigation services and design of airspace structures.
- (7) Following the publication of Commission Implementing Regulation (EU) 2020/469, EASA published ED Decision 2020/008/R to support the implementation of the newly introduced requirements. .
- (8) EASA has determined the need to issue this Decision in order to correct the erroneously rearranged AMC1 ATS.TR.305 and GM1 ATS.TR.305, as published with ED Decision 2020/008/R, that resulted in altering their content and regulatory intent compared to their original version.
- (9) 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>4</sup>, has widely consulted the interested parties on the matters which are the subject of this Decision, and has provided thereafter a written response to the comments received<sup>5</sup>,

HAS DECIDED:

### **Article 1**

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

### **Article 2**

1. This Decision shall enter into force on the day following that of its publication in the Official Publication of EASA.
2. It shall apply from 27 January 2022.

Cologne, 11 November 2020

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

Patrick KY

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<sup>3</sup> Commission Implementing Regulation (EU) 2020/469 of 14 February 2020 amending Regulation (EU) No 923/2012, Regulation (EU) No 139/2014 and Regulation (EU) 2017/373 as regards requirements for air traffic management/air navigation services, design of airspace structures and data quality, runway safety and repealing Regulation (EC) No 73/2010 (OJ L 104, 3.4.2020, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1586259489914&uri=CELEX:32020R0469>).

<sup>4</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>).

<sup>5</sup> <http://easa.europa.eu/document-library/comment-response-documents>

