



Explanatory Note to Decision 2022/016/R

Aeronautical information publication

AMC & GM to the Aerodromes rules

RELATED NPA: 2021-103 — RMT.0719 (SUBTASK 4A)

EXECUTIVE SUMMARY

The objective of this Decision is to fully align the instructions for the origination of a SNOWTAM contained in the Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Regulation (EU) No 139/2014 (the 'ADR Regulation') with the instructions for the publication of a SNOWTAM by aeronautical information service (AIS) providers, in accordance with Implementing Regulation (EU) 2022/938 of 26 July 2022. This alignment is necessary for the correct implementation of the ICAO global reporting format (GRF) for runway surface conditions.

This Decision amends GM1 ADR.OPS.A.057(d)(4) on the origination of a SNOWTAM. The amendment of this GM is expected to increase safety by providing accurate information that has been originated by the aerodrome operator.

Domain:	Air traffic management/air navigation services (ATM/ANS)		
Related rules:	AMC & GM Regulation (EU) No 139/2014		
Affected stakeholders:	ATM/ANS providers (especially AIS providers); aircraft operators; aerodrome operators; national competent authorities (NCAs)		
Driver:	Efficiency/proportionality; safety	Rulemaking group:	No
Impact assessment:	light		

EASA rulemaking procedure milestones

Start Terms of Reference	Advisory Body Consultation NPA 2021-103 (draft Opinion and Decision)	Proposal to the Commission Opinion No 03/2022	Adoption by Commission Implementing act	Decision Certification Specifications, Acceptable Means of Compliance, Guidance Material
18.8.2017	21.12.2021	27.4.2022	26.7.2022	29.8.2022



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1. About this Decision

The European Union Aviation Safety Agency (EASA) developed Decision 2022/016/R in line with Regulation (EU) 2018/1139¹ (the ‘Basic Regulation’) and the Rulemaking Procedure².

This Rulemaking Task (RMT).0719 (Subtask 4a) is included in Volume II of the European Plan for Aviation Safety (EPAS) for 2022-2026³.

EASA developed the *draft* text of this Decision and consulted it with the EASA advisory bodies (ABs) through Notice of Proposed Amendment (NPA) 2021-103, in accordance with Article 15 ‘Special rulemaking procedure: direct publication’ of the, at the time applicable, Rulemaking Procedure (MB Decision No 18-2015), which included proposed amendments to Commission Regulation (EU) 2017/373⁴ and the ADR Regulation⁵, as well as the relevant AMC and GM.

During the AB consultation, EASA received a total of 57 comments on NPA 2021-103. EASA reviewed these comments and subsequently published Opinion No 03/2022⁶ with proposals for the amendment of Commission Regulation (EU) 2017/373 and the ADR Regulation. The Opinion was addressed to the European Commission, which, based on this Opinion, adopted Implementing Regulation (EU) 2022/938⁷, amending Implementing Regulation (EU) 2017/373.

EASA developed the *final* text of this Decision with the GM considering the input received during the consultation of the NPA, and published the Decision on the Official Publication⁸ of EASA.

The major milestones of this RMT are presented on the cover page.

¹ 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>).

² EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the ‘Rulemaking Procedure’. See MB Decision No 01-2022 of 2 May 2022 on the procedure to be applied by EASA for the issuing of opinions, certification specifications and other detailed specifications, acceptable means of compliance and guidance material (‘Rulemaking Procedure’), and repealing Management Board Decision No 18-2015 (<https://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-no-01-2022-rulemaking-procedure-repealing-mb>).

³ <https://www.easa.europa.eu/document-library/general-publications/european-plan-aviation-safety-2022-2026>

⁴ 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) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32017R0373&qid=1610986542253>).

⁵ Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 44, 14.2.2014, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32014R0139&qid=1656591251354>).

⁶ <https://www.easa.europa.eu/document-library/opinions/opinion-no-032022>

⁷ Commission Implementing Regulation (EU) 2022/938 of 26 July 2022 amending Regulation (EU) 2017/373 as regards the requirements for aeronautical data catalogue and aeronautical information publication (OJ L 209, 10.8.2022, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32022R0938&qid=1660655150063>).

⁸ <https://www.easa.europa.eu/official-publication>



2. In summary — why and what

2.1. Why we need to amend the GM — issue/rationale

Implementing Regulation (EU) 2022/938 introduced changes to Item E in Appendix 3 to Annex VI to Implementing Regulation (EU) 2017/373 in regard to the instructions for the issuance of a SNOWTAM, in order to accommodate an operational need to report the type of the contaminant on the runway surface even if the runway condition code (RWYCC) has been assessed as dry, i.e. with a RWYCC 6. During the consultation of NPA 2021-103, it has been commented by stakeholders that a change to Item E of the SNOWTAM, would also require an update to GM1 ADR.OPS.A.057(d)(4) as regards the origination of the SNOWTAM by the aerodrome, in order to ensure consistency of the information from origination to publication. EASA assessed the comment and agrees that such an inconsistency should be resolved.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. This Decision will contribute to achieving the overall objectives by addressing the issue described in Section 2.1.

The specific objective of this Decision is, therefore, to enhance the safety level in this area by providing more accurate information in regard to the runway surface conditions.

2.3. How we want to achieve it — overview of the amendments

Amendment of GM1 ADR.OPS.A.057(d)(4) Origination of NOTAM

2.4. What are the stakeholders' views — outcome of the consultation

The revision of the GM is the outcome of the consultation of NPA 2021-103.

2.5. What are the benefits and drawbacks of the amendments

No drawbacks have been identified by the revision of the GM, which is expected to enhance the safety level.

3. References

3.1. Related EU regulations

- 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)
- Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 44, 14.2.2014, p. 1)
- Commission Implementing Regulation (EU) 2022/938 of 26 July 2022 amending Implementing Regulation (EU) 2017/373 as regards the requirements for aeronautical data catalogue and aeronautical information publication (OJ L 209, 10.8.2022, p. 1)

3.2. Related EASA decisions

- Decision 2014/012/R of the Executive Director of the Agency of 27 February 2014 adopting Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 139/2014 'AMC/GM for Aerodromes — Initial Issue'
- Executive Director Decision 2017/001/R of 8 March 2017 issuing Acceptable Means of Compliance and Guidance Material to Commission Implementing Regulation (EU) 2017/373 'Common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight'

3.3. Other reference documents

- ICAO Procedures for Air Navigation Services — Aerodromes (PANS-Aerodromes, Doc 9981)
- ICAO Circular 355 – Assessment, Measurement and Reporting of Runway Surface Conditions'

