



Aeronautical information publication

AMC & GM to the ATM/ANS rules

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

EXECUTIVE SUMMARY

The objective of this Decision is to facilitate the implementation of the amended provisions of Part-AIS of Implementing Regulation (EU) 2017/373, introduced by Implementing Regulation (EU) 2022/938 of 26 July 2022, and to ensure their harmonised implementation, with a view to ensuring a high level of safety, while improving efficiency in the domain of aeronautical information services.

This Decision amends the Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Part-AIS of Regulation (EU) 2017/373, which are related to specific sections of the aeronautical information publication (AIP).

The amendments of the AMC and GM are expected to support the implementation of the ICAO global reporting format (GRF), but also the all-weather operations (AWOs) concept at aerodromes, by ensuring the publication of required aeronautical data/information in the AIP, in a consistent and harmonised manner.

The amendments are also expected to facilitate the relevant aeronautical data/information originators, but also the industry of aeronautical data services providers, as well as aircraft operators and other organisations using the AIP content, such as flight procedure design organisations.

Domain:	Air traffic management/air navigation services (ATM/ANS)		
Related rules:	AMC & GM to Implementing Regulation (EU) 2017/373		
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 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 2022/015/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. The scope and timescales of the task were defined in the related Terms of Reference (ToR) for RMT.0719⁴.

EASA developed the *draft* text of this Decision. The draft text was consulted 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) 2017/373⁵ and Regulation (EU) No 139/2014⁶, 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 03/2022⁷ with proposals for the amendment to Commission Regulation (EU) 2017/373 and Regulation (EU) No 139/2014. The Opinion was addressed to the European Commission, which, based on this Opinion, adopted Implementing Regulation (EU) 2022/938⁸, amending Implementing Regulation (EU) 2017/373.

EASA developed the *final* text of this Decision with the AMC and GM considering the input received during the consultation of the NPA and published the Decision on the Official Publication⁹ 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 <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0719>

⁵ 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>).

⁶ 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>).

⁷ <https://www.easa.europa.eu/document-library/opinions/opinion-no-032022>

⁸ 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) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32022R0938&qid=1660655150063>).

⁹ <https://www.easa.europa.eu/official-publication>



2. In summary — why and what

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

The provisions of Part-AIS of Regulation (EU) 2017/373 concerning the AIP structure and content have been amended by Implementing Regulation (EU) 2022/938, to facilitate the implementation of the GRF and AWOs, but also to ensure alignment with the latest provisions of the ICAO Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066). This necessitates the development of new AMC and GM to support the implementation of the amended legal provisions, also considering that:

- the EU GRF concept differs from the ICAO one in certain aspects, and therefore specific AMC and GM needed to be developed; and
- the ICAO Aeronautical Information Services Manual (Doc 8126), published in 2022, does not contain any material supporting the implementation of the GRF and the AWOs, in relation to the AIP Sections ‘AD 1.2.2 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN’, ‘AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN’, ‘AD 2.14 APPROACH AND RUNWAY LIGHTING’, and ‘AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION’.

Moreover, the existing GM3 AIS.TR.305(c) needs to be updated, to reflect the changes made to the requirements of the en-route (ENR) part of the AIP.

In this way, the implementation of both the GRF and AWOs concept will be facilitated from an AIS viewpoint, while consistency with the ICAO provisions will be maintained.

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 issues described in Section 2.1.

The specific objectives of this Decision are to:

- support the maintenance of the safety level in this area;
- ensure that the AIPs of the EU Member States are updated in a harmonised and consistent manner;
- facilitate the implementation of the AWOs and GRF concepts in the EU; and
- facilitate the compliance of the EU Member States with the relevant ICAO provisions in a harmonised manner.

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

Overview

The amendments to the relevant AMC and GM support the implementation of the specific sections of the AIP, contained in Part AIS of Regulation (EU) 2017/373, as follows.

The new **AMC1 AIS.TR.305(c) Aeronautical information publication** has been introduced, as a result of the changes to Section AD 1.2.2 of the AIP. The intent of this AMC is to describe, in more detail, the general information that needs to be published in this Section of the AIP, to ensure compliance with



the relevant new legal requirement which was introduced because ICAO had not amended the content of PANS-AIM when it introduced the GRF concept.

Similarly, the new **AMC2 AIS.TR.305(c) Aeronautical information publication** has been developed, aiming at detailing the information that needs to be published under the aerodrome-specific AIP section (AD 2.7) vis-à-vis GRF implementation. The implementation at this level is also supported through the introduction of **GM5 AIS.TR.305(c) Aeronautical information publication**, aiming at providing guidance about the abbreviations/words that may be published under the above-mentioned AIP section, regarding the use of material for movement area surface treatment.

Moreover, the new **AMC3 AIS.TR.305(c) Aeronautical information publication** has been introduced to harmonise the way that information about the presence of light emitting diode (LED) lights as part of the aerodrome approach and runway lighting system, is published under Section AD 2.14 of the AIP. This is further facilitated with the introduction of the associated **GM6 AIS.TR.305(c) Aeronautical information publication** which provides relevant guidance and examples.

In addition, the new **AMC4 AIS.TR.305(c) Aeronautical information publication** has been provided, to support the implementation of the newly introduced requirement, taking into account that the relevant ICAO manual (Doc 8126) does not explain how the relevant information is to be published under the new AIP Section AD 2.25. To further facilitate implementation, the new **GM7 AIS.TR.305(c) Aeronautical information publication** has been also issued, explaining the relationship of the new AIP Section AD 2.25, with AIP Section AD 2.10 (aerodrome obstacles).

Lastly, **GM3 AIS.TR.305(c) Aeronautical information publication (AIP)** has been amended to reflect the changes introduced to the requirements concerning the ENR part of the AIP, as a result of the changes to the relevant ICAO PANS-AIM provisions.

2.4. What are the benefits and drawbacks of the amendments

No drawbacks have been identified by the introduction of the new AMC and GM, which are expected to facilitate and support implementation endeavours. Further information regarding the effects of the AMC and GM adopted with this Decision, may be found in Section 2.5 of Opinion No 03/2022¹⁰.

¹⁰ <https://www.easa.europa.eu/document-library/opinions/opinion-no-032022>



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

- 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'
- 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'

3.3. Other reference documents

- ICAO State Letter AN 2/33.1-20/26, Amendment 1 to the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066)
- ICAO Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066)
- ICAO Aeronautical Information Services Manual (Doc 8126)

