Acceptable Means of Compliance and Guidance Material to Annex IV (Part-CAT) to Regulation (EU) No 965/2012 — Issue 2, Amendment 25

Annex III to ED Decision 2025/008/R

'AMC & GM to Part-CAT — Issue 2, Amendment 25'

This document shows deleted text, new or amended text as follows:

— deleted text is ~~struck through~~;

— new or amended text is highlighted in blue;

— an ellipsis '[…]' indicates that the rest of the text is unchanged.

Note to the reader

In amended, and in particular in existing (that is, unchanged) text, 'Agency' *is used interchangeably with* 'EASA'*. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the* 'European Union Aviation Safety Agency (EASA)'*.*

AMC1 CAT.GEN.MPA.200 Transport of dangerous goods

CHANGES TO THE LOADING POSITION OF DANGEROUS GOODS

If a change to the loading position of dangerous goods is necessary, it should be made in accordance with the operator's instructions and segregation of dangerous goods should be ensured in accordance with the Technical Instructions. The NOTOC should be amended and given to the commander before departure. The commander should confirm that the amendment has been received. A copy of this information should be kept on the ground and be accessible to the operational control personnel responsible for flight operations until after the arrival of the flight.

GM1 CAT.GEN.MPA.220(a) Additional responsibilities for CAT operators of complex motor-powered aeroplanes performing self-handling

SINGLE AIR CARRIER BUSINESS GROUPING

The term 'single air carrier business grouping' refers to two or more AOC holders whose principal place of business is in a territory to which the Treaties apply. Those AOC holders may or may not facilitate the harmonisation of their management systems and operations for the purpose of applying requirements for self-handling in a harmonised way. The management systems and operations include policies, processes and procedures for ground handling, training of personnel performing ground handling activities, ground operations procedures and the maintenance programme for ground support equipment.

GM1 CAT.GEN.MPA.220(b) Additional responsibilities for CAT operators of complex motor-powered aeroplanes performing self-handling

TRAINING PROGRAMME

The training programme for the operators' ground handling personnel does not require the prior approval of the competent authority.

This approach is consistent with Commission Delegated Regulation (EU) 2025/20, which establishes the requirements for ground handling training applicable to a CAT operator of complex motor-powered aeroplanes performing self-handling. Regulation (EU) 2025/20 does not require any prior approval of any element of the operator's management system, as organisations providing ground handling services operate under a declaration regime.

GM3 CAT.OP.MPA.250 Ice and other contaminants – ground procedures

DE-ICING/ANTI-ICING BACKGROUND INFORMATION

(…)

(a) General

(…)

(4) (…)

(vi) FAA Holdover Time Guidelines [*for the corresponding Winter*];

(vii) FAA Ground Deicing Program – General Information ~~8900.xxx series Notice 'Revised FAA-Approved Deicing Program Updates, Winter 20xx-20yy'~~.

(…)

GM4 CAT.OP.MPA.250 Ice and other contaminants — ground procedures

PREPARATION OF DE-ICING/ANTI-ICING OPERATIONS IN COORDINATION WITH THE STAKEHOLDERS CONCERNED

(a) It is recommended that, whenever possible, CAT operators, aerodrome operators and ground handling organisations providing de-icing/anti-icing services coordinate the process of preparing for de-icing/anti-icing operations in sufficient time in advance of the cold season starting. The plan for the winter season should be communicated to all stakeholders concerned.

(b) Coordination includes the following elements for all stakeholders involved, as a minimum.

(1) Exchanging of documents/procedures/manuals covering cold season operations, with the CAT operator ensuring that the relevant instructions and procedures are accessible at all stations where it operates.

(2) Dissemination by the aerodrome operator of the local procedures to operators and ground handling organisations, including instructions and procedures for cold weather operations at the aerodrome of operation.

(c) The operator ensures that the relevant personnel receive training, as appropriate, in de-icing/anti-icing operations.

(d) It is recommended that the operator participate, when possible, in the testing of the plan for winter operations at the relevant aerodromes of operation when such tests are organised by the aerodrome operators and the ground handling organisations providing de-icing/anti-icing services

GM1 CAT.POL.MAB.105(d) Mass and balance data and documentation

LAST-MINUTE CHANGES

(a) Mass and balance and load control documentation is expected to reflect the actual loaded state of the aircraft before departure. The final mass and balance and load control documentation needs to reflect any change that has been made to aircraft loading since the initial issue of the documents. These late adjustments are called last-minute changes (LMCs).

(b) LMCs are used to make late updates to the mass and balance and load control documentation without requiring the preparation of a new issue of the document.

(c) If in any doubt about the limitations of the aircraft, the operator should ensure that the mass and balance and load control documents are reissued.

LMCs contain the following information at a minimum:

(1) the load to be changed (baggage, passengers, cargo, etc.),

(2) the mass of the load to be changed,

(3) the location of the load to be changed (cabin/bay area, cargo compartment, etc.),

(4) the nature of the change (enter '+' for an increase or '–' for a decrease, as appropriate).

(5) the intended location of the load (if remaining on board),

(6) the total mass and index change.

(d) Aircraft flight envelopes may be more restrictive at lower weights. Changes in loading applied to a lighter-loaded aircraft will affect its centre of gravity more, so LMCs should be checked carefully.

(e) With an increasing number of pieces of hand baggage, some of those pieces may need to be relocated into a cargo compartment. In such cases, the calculations should be completed as part of the LMCs.

(f) LMCs should be communicated to the commander in writing; for example, on an LMC slip or loadsheet, or verbally, which should be recorded in the flight file.

AMC1 CAT.POL.MAB.110 Load control process

LOAD CONTROL PROCESS

(a) The operator should ensure that the load control process covers at least the following:

(1) the functions and the tasks associated with each function are identified;

(2) mass and balance and load control documentation — including, as applicable, the loading instructions/report (LIR) and the NOTOC — is distributed to the relevant persons, as identified in the load control process;

(3) information related to aircraft loading and load distribution is communicated between the person responsible for loading supervision and the persons responsible for load planning and the related mass and balance and load control documentation is issued, along with any other designated intermediary person if load planning is a remote function that is not performed at the departure station;

(4) aircraft loading and load distribution are performed in accordance with the LIR;

(5) the mass and balance documentation and the LIR are not in contradiction and include any LMCs.

(b) Points (a)(2) and (a)(3) do not apply when the mass and balance documentation and loading/unloading of baggage are performed by the flight crew.

GM1 CAT.POL.MAB.110 Load control process

LOADING INSTRUCTIONS/REPORT (LIR)

(a) The loading instructions document (also called 'loading instructions/report' or 'LIR') is generated for the purpose of providing support to the person supervising the aircraft loading in order to facilitate this activity and ensure that the load distribution and aircraft loading are completed as per the instructions.

(b) The loading instructions contain information about the maximum mass of items that may be loaded in each cargo compartment and instructions for the safe and optimal distribution of items to be loaded in the cargo compartments, along with the cargo segregation rules.

(c) The LIR may be part of an existing mass and balance document or a separate form.

(d) Usually, the signature on the LIR of the person responsible for loading supervision is the confirmation that the aircraft has been loaded in accordance with the loading instructions. The function of this signed document is to serve as a report. A signed copy of the LIR is retained on the ground.

GM2 CAT.POL.MAB.110 Load control process

LOADING SUPERVISION AND LOAD PLANNING

It is recommended that aircraft loading and unloading are supervised, if possible, by a different person from the one(s) responsible for load planning and the issuance of the mass and balance and load control documentation, the loading instructions and/or the NOTOC.