



European Union Aviation Safety Agency

Notice of Proposed Amendment 2025-09 (D)

issued in accordance with Article 6 of Management Board Decision 01-2022

Proposed amendments to Commission Regulation (EU) No 965/2012 and related AMC and GM



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1. Proposed amendments and rationale

The amendments are arranged as follows to show deleted, new and unchanged text:

- deleted text is ~~struck through~~;
- new text is highlighted in blue;
- an ellipsis '[...]' indicates that the rest of the text is unchanged.

ANNEX I (DEFINITIONS)

Annex I — Definitions for the terms used in Annexes II to IX

For the purposes of this Regulation, the following definitions shall apply:

[...]

(91b) 'operational flight plan' means the operator's plan for the safe conduct of the flight based on considerations of aircraft performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes / operating sites concerned;

[...]

Rationale

Point CAT.OP.MPA.175(a) requires the completion of an operational flight plan for each flight, and already contains the elements of proposed definition (91b), which mirrors the one in ICAO Annex 6. The introduction of this definition is, therefore, proposed merely for consistency with Commission Implementing Regulation (EU) No 923/2012, which contains definitions of all the other types of (ATS) flight plans, and to enhance alignment with ICAO Annex 6.

GM36 Annex I (Definitions)

FLIGHT PLAN

In air operations, the concept of flight planning typically encompasses two different terms: 'flight plan' and 'operational flight plan'.

In Commission Regulation (EU) No 965/2012 and other related publications, the term 'flight plan' is referred to as 'ATS flight plan' too.

The content, the instructions for the completion and submission of the 'flight plan' (FPL or ePFL) to the Network Manager or the ATS reporting office (ARO), and the definitions of 'preliminary flight plan', 'filed flight plan' and 'current flight plan' are included in Commission Implementing Regulation (EU) No 923/2012.

The term 'operational flight plan (OFP)', which is the operator's plan, is used in Commission Regulation (EU) No 965/2012 and in ICAO Annex 6, and its contents are detailed in AMC1 CAT.OP.MPA.170 and GM1 NCC.OP.145(b).



Rationale

The proposed GM36 Annex I (Definitions) provides clarification about the various terms related to flight planning used in this Regulation and ensures alignment with ICAO and with Regulations (EU) No 923/2012 (SERA) and (EU) 2017/373.

ANNEX III (Part-ORO)**AMC1 ORO.GEN.110(c); & (e) Operator responsibilities**

[...]

INITIAL TRAINING

[...]

(d) [...]

(3) [...]

(iii) preparation and filling of the ~~(ATS)~~ filed and current flight plans, and, if applicable, the preliminary flight plan; and

[...]

Rationale

This AMC provides information on the initial training for operational control personnel that perform tasks related to flight monitoring and flight watch. The proposed amendment details the type of flight planning (preliminary, filed or current) training that should be provided to the operator's relevant personnel following the FF-ICE concept. Note that training on preliminary flight plan should only be provided by operators that implement collaborative flight planning following the FF-ICE concept.

AMC3 ORO.MLR.100 Operations manual — general**CONTENTS — CAT OPERATIONS**

(a) [...]

A GENERAL/BASIC

[...]

8 Operating procedures

8.1 [...]

8.1.9 Air traffic services (ATS)-~~f~~ flight plans. Procedures and responsibilities for the preparation and submission of the ~~ATS~~ preliminary (if applicable), filed and/or current flight plans. Factors to be considered include the means of submission ~~for both individual and repetitive flight plans.~~



[...]

Rationale

The proposed amendment details the content of the ATS flight plan (preliminary, filed or current) that should be described in the operations manual. Note that the procedures and responsibilities for the preparation and submission of preliminary flight plans should only be included by those operators that implement it. Moreover, the reference to individual and repetitive flight plans is deleted as they are no longer in use in Europe.

ANNEX IV (Part-CAT)

SUBPART A: GENERAL REQUIREMENTS

[...]

GM6 CAT.GEN.MPA.205 Aircraft tracking system — Aeroplanes

PROVIDING CONTACT INFORMATION TO **COMPETENT** AIR NAVIGATION SERVICE PROVIDERS

A solution for the **aircraft** operator to make the necessary contact information available to all competent air navigation service providers (ANSPs) could be to register to the global OPS Control Directory of ICAO. Another possible way is to provide in the ATS flight plan (item 18 'Other information' **of the ICAO flight plan form in Appendices 6 and 7 to SERA**) **sufficient** information **sufficient** to contact the on-duty staff of the aircraft operator.

Rationale

This draft proposal adds a reference to Appendices 6 and 7 to SERA, missing at the moment. This will help the reader to find the 'ICAO flight plan' template.

[...]

SUBPART B: OPERATING PROCEDURES

[...]

CAT.OP.MPA.100 Use of air traffic services

- (a) The operator shall ensure that:
- (1) [...]
 - (2) in-flight operational instructions involving a change to the **ATS filed or current** flight plan, when practicable, are coordinated with the appropriate ATS unit before transmission to an aircraft.

[...]



Rationale

In its State Letter AN 11/1.3.36-24/3 of 18 April 2024, ICAO proposes to amend Annex 6 Part I point 4.4.7 by replacing the term ‘ATS flight plan’ with ‘filed or current flight plan’. The proposed amendment in point CAT.OP.MPA.100 ensures alignment with ICAO.

The definitions of ‘current flight plan’ and ‘filed flight plan’ are included in Article 2(64) and (73) respectively of Commission Implementing Regulation (EU) No 923/2012:

“‘current flight plan (CPL)’ means the flight plan, including changes, if any, brought about by subsequent clearances;”

“‘filed flight plan (FPL)’ means the flight plan as filed with an ATS unit by the pilot or a designated representative, without any subsequent changes;”

CAT.OP.MPA.182 Fuel/energy scheme — aerodrome selection policy — aeroplanes

[...]

- (d) At the planning stage, for each instrument flight rules (IFR) flight, the operator shall select and specify in the operational and ~~air traffic services (ATS)~~ filed flight plans, and, if applicable, in the preliminary flight plan, one or more aerodromes so that two safe-landing options are available during normal operation when:

[...]

Rationale

In its State Letter AN 11/1.3.36-24/3 of 18 April 2024, ICAO proposes to replace in Annex 6 Part I 4.3.4.3.1 the term ‘ATS flight plan’ with ‘filed flight plans, and, if applicable, by preliminary flight plan’. The proposed amendment in point CAT.OP.MPA.182 ensures alignment with ICAO.

General note (applicable to other proposed amendments):

The amendment impacts on operators as they may need to progressively migrate to business-to-business (B2B) services offered by EUROCONTROL to file flight plans (eFPL). Moreover, operators that are willing to file ‘preliminary’ flight plans will need to establish new processes to allow a smooth implementation.

The proposed amendment will have positive environmental and economic impacts in the long term due to the more efficient use of airspace without compromising safety.

AMC2 CAT.OP.MPA.182 Fuel/energy scheme — aerodrome selection policy — aeroplanes

BASIC FUEL SCHEME — DESTINATION ALTERNATE AERODROME

- (a) For each IFR flight, the operator should select and specify in the operational and ~~air traffic services (ATS)~~ filed flight plans, and, if applicable, in the preliminary flight plan, at least one destination alternate aerodrome.



- (b) For each IFR flight, the operator should select and specify in the operational and ~~air-traffic services (ATS)~~ filed flight plans, and, if applicable, in the preliminary flight plan, two destination alternate aerodromes when for the selected destination aerodrome, the safety margins for meteorological conditions of AMC5 CAT.OP.MPA.182, and the planning minima of AMC6 CAT.OP.MPA.182 cannot be met, or when no meteorological information is available.

[...]

Rationale

In its State Letter AN 11/1.3.36-24/3 of 18 April 2024, ICAO proposes to replace in point 4.3.4.3.2 of Annex 6 Part I the term 'ATS flight plan' with 'filed flight plan, and, if applicable, in the preliminary flight plan'. The proposed change in AMC2 CAT.OP.MPA.182 ensures alignment with ICAO.

CAT.OP.MPA.192 Fuel/energy scheme — aerodrome selection policy — helicopters

[...]

- (b) At the planning stage, for each instrument flight rules (IFR) flight, the operator shall select and specify in the operational and ~~air-traffic services (ATS)~~ filed flight plans, and, if applicable, in the preliminary flight plan, one or more aerodromes or operating sites so that two safe-landing options are available during normal operation, except as provided for under point SPA.HOFO.120-(b).

[...]

Rationale

The amendment ensures consistency with the proposed amendment to point CAT.OP.MPA.182. Note that ICAO does not include this amendment in SL AN 11/32.3.17-24/36, as points 2.3.4.1.1, 2.3.4.1.2 and 2.3.4.2.2 of ICAO Annex 6 Part III do not make reference to flight planning.

