

Executive Director Decision

2017/004/R

of 9 March 2017

**amending Acceptable Means of Compliance and Guidance Material to Part-ARO, Part-ORO,
Part-CAT and Part-SPA of Regulation (EU) No 965/2012**

**AMC/GM to Part-ARO — Issue 3, Amendment 5
AMC/GM to Part-ORO — Issue 2, Amendment 10
AMC/GM to Part-CAT — Issue 2, Amendment 11
AMC/GM to Part-SPA — Amendment 5**

**‘Commercial air transport operations at night or in instrument meteorological conditions
using single-engined turbine aeroplanes’**

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to Regulation (EC) No 216/2008¹, and in particular Article 38(3)(a) thereof,

Having regard to Commission Regulation (EU) No 965/2012², and in particular points ARO.GEN.120 of Annex II (Part-ARO) thereto,

Whereas:

- (1) EASA shall, pursuant to Article 18(c) of Regulation (EC) No 216/2008, issue certification specifications and acceptable means of compliance, as well as guidance material, for the application of Regulation (EC) No 216/2008 and its implementing rules.
- (2) Acceptable means of compliance are non-binding standards adopted by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EC) No 216/2008 and its

¹ Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1) (<http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1467719701894&uri=CELEX:32008R0216>).

² Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1) (<http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1484211411463&uri=CELEX:32012R0965>).

implementing rules; when acceptable means of compliance are complied with, the related requirements of the implementing rules are met.

- (3) Guidance material is non-binding material developed by EASA which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation (EC) No 216/2008, its implementing rules, certification specifications and acceptable means of compliance.
- (4) With Decision 2014/025/R of 28 July 2014, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Part-ARO of Regulation (EU) No 965/2012.
- (5) With Decision 2014/017/R of 24 April 2014, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Part-ORO of Regulation (EU) No 965/2012.
- (6) With Decision 2014/015/R of 24 April 2014, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Part-CAT of Regulation (EU) No 965/2012.
- (7) With Decision 2012/019/R of 24 October 2012, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Part-SPA of Regulation (EU) No 965/2012.
- (8) EASA shall, pursuant to Article 19(2) of Regulation (EC) No 216/2008, reflect the state of the art and the best practices in the fields concerned and update its decisions taking into account worldwide aircraft experience in service, and scientific and technical progress.
- (9) Commission Regulation (EU) 2017/363³ amending Regulation (EU) No 965/2012 introduces new implementing rules, together with an operational approval regarding commercial air transport (CAT) operations at night or in instrument meteorological conditions (IMC) using single-engined turbine (SET) aeroplanes.
- (10) EASA has determined the need to issue acceptable means of compliance and guidance material for CAT operations at night or in IMC using SET aeroplanes to ensure the efficient implementation of the new requirements.
- (11) EASA, pursuant to Article 52(1)(c) of Regulation (EC) No 216/2008 and Articles 5(3), 6 and 7 of the EASA Rulemaking Procedure⁴, has widely consulted interested parties on the matters which are the subject of this Decision and has provided thereafter a written response to the comments received⁵,

³ Commission Regulation (EU) 2017/363 of 1 March 2017 amending Regulation (EU) No 965/2012 as regards the specific approval of single-engined turbine aeroplane operations at night or in instrument meteorological conditions and the approval requirements for the dangerous goods training relating to commercial specialised operations, non-commercial operations of complex motor-powered aircraft and non-commercial specialised operations of complex motor-powered aircraft (OJ L 55, 2.3.2017, p. 1) (<http://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1489047314655&uri=CELEX:32017R0363>).

⁴ EASA Management Board (MB) Decision 01-2012 of 13 March 2012 amending and replacing Decision 08-2007 concerning the procedure to be applied by the Agency for the issuing of Opinions, Certification Specifications and Guidance Material ('Rulemaking Procedure') (<http://www.easa.europa.eu/system/files/dfu/EASA%20MB%20Decision%2001-2012%20Revised%20MB%20Decision%20RM%20Process%20.pdf>).

⁵ <https://www.easa.europa.eu/document-library/comment-response-documents/crd-2014-18>



HAS DECIDED:

Article 1

The Annex to Decision 2014/025/R (AMC and GM to Part-ARO — Issue 3) of the Executive Director of the Agency of 28 July 2014 is amended as laid down in Annex I to this Decision.

Article 2

The Annex to Decision 2014/017/R (AMC and GM to Part-ORO — Issue 2) of the Executive Director of the Agency of 24 April 2014 is amended as laid down in Annex II to this Decision.

Article 3

The Annex to Decision 2014/015/R (AMC and GM to Part-CAT — Issue 2) of the Executive Director of the Agency of 24 April 2014 is amended as laid down in Annex III to this Decision.

Article 4

The Annex to Decision 2012/019/R (AMC and GM to Part-SPA) of the Executive Director of the Agency of 24 October 2012 is amended as laid down in Annex IV to this Decision.

Article 5

This Decision shall enter into force on the day following that of its publication in the Official Publication of the Agency.

Cologne, 9 March 2017

For the European Aviation Safety Agency
The Executive Director
[signed by]
Patrick KY

