



European Union Aviation Safety Agency  
**Explanatory Note to Decision 2021/006/R**

## AMC-20 Amendment 21

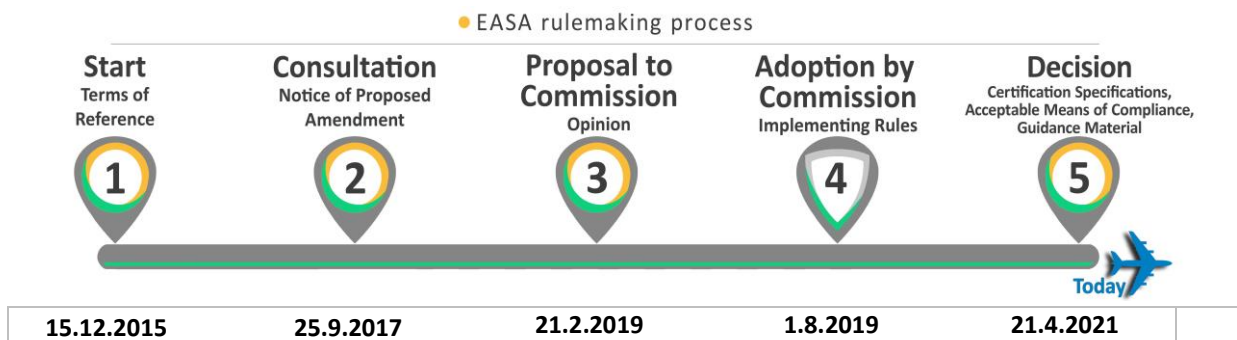
### ‘Extended range operation with two-engine aeroplanes ETOPS certification and operation’

RELATED NPA/CRD 2017-15 — OPINION No 02/2019 — RMT.0695

#### EXECUTIVE SUMMARY

Following the adoption of Regulation (EU) 2019/1387, the objective of this Decision is to support the implementation of the requirements on commercial operation of certain categories of aeroplanes without an ETOPS approval. To this end, AMC20-6 has been amended as necessary.

<b>Domain:</b>	Design and production		
<b>Related rules:</b>	AMC 20-6		
<b>Affected stakeholders:</b>	DOA holders; AOC holders (CAT)		
<b>Driver:</b>	Level playing field	<b>Rulemaking group:</b>	No; instead a stakeholder-led rulemaking task (SLRT) group
<b>Impact assessment:</b>	Yes	<b>Rulemaking Procedure:</b>	Standard



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## 1. About this Decision

The European Union Aviation Safety Agency (EASA) developed ED Decision 2021/006/R in line with Regulation (EU) 2018/1139<sup>1</sup> ('Basic Regulation') and the Rulemaking Procedure<sup>2</sup>.

This rulemaking activity is included in the European Plan for Aviation Safety (EPAS) [2020-2024](#) under rulemaking task (RMT).0695. The scope and timescales of each task were defined in the related Terms of Reference<sup>3</sup>.

The proposal of this RMT has been developed with the support of a stakeholder-led rulemaking task (SLRT) group. EASA uses SLRTs to address industry-driven issues that cannot be prioritised as part of EASA's rulemaking programmes due to resource constraints.

All interested parties were consulted on the draft text of this Decision through NPA 2017-15<sup>4,5</sup>. 23 comments were received from interested parties, including industry and national aviation authorities (NAAs).

Based on the proposals of the SLRT group, EASA has addressed and responded to the comments received on the NPA. The comments received and the EASA responses to them are presented in CRD 2017-15<sup>6</sup>.

The final text of this Decision, with the acceptable means of compliance (AMC) and guidance material (GM), has been developed by EASA based on the input of the SLRT Group.

The major milestones of this rulemaking activity are presented on the title page.

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<sup>1</sup> 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>).

<sup>2</sup> 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 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

<sup>3</sup> <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0695>

<sup>4</sup> <https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2017-15>

<sup>5</sup> In accordance with Article 115 of Regulation (EU) 2018/1139, and Articles 6(3) and 7 of the Rulemaking Procedure.

<sup>6</sup> <http://easa.europa.eu/document-library/comment-response-documents>

## 2. In summary — why and what

### 2.1. Why we need to amend AMC 20-6

The main issue addressed by RMT.0695 is level playing field. This issue is linked to the following current conditions:

- The existing threshold of 45 360 kg for non-ETOPS operations (commercial operation of performance class A aeroplanes with a maximum operational passenger seating configuration (MOPSC) of 19 or less without an ETOPS approval over routes that contain a point further from an adequate aerodrome than the distance flown in 60 minutes at the one-engine-inoperative cruising speed) distorts the level playing field since it introduces an additional burden on CAT operators of twin-engined aeroplanes with a maximum certified take-off mass (MCTOM) at or above 45 360 kg and an MOPSC of 19 or less, relative to CAT operators of similar aeroplanes but with an MCTOM below 45 360 kg.
- There is also a harmonisation issue as no such mass threshold is defined in the regulatory frameworks of the Federal Aviation Administration (FAA) or Transport Canada Civil Aviation (TCCA). Furthermore, the FAA and TCCA regulatory provisions do not require a specific type design approval for non-ETOPS operations — while CAT.OP.MPA does require a specific type design approval for 120–180-minute non-ETOPS operations using performance class A aeroplanes with an MOPSC of 19 or less and an MCTOM less than 45 360 kg.

### 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 the achievement of the overall objectives by addressing the issues outlined in Section 2.1.

The specific objective of this Decision is, therefore, to introduce the changes that are needed in AMC 20-6 to ensure consistency with the changes made to the AMC and GM to the Air OPS Regulation.

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

AMC20-6 has been amended to update the regulatory references and to remove the weight threshold for non-ETOPS operations. The opportunity has also been taken to introduce editorial improvements.



### 3. References

#### 3.1. Related regulations

- 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)

#### 3.2. Related decisions

- Decision No. 2003/12/RM of the Executive Director of the Agency of 5 November 2003 on general acceptable means of compliance for airworthiness of products, parts and appliances (« AMC-20 ») — AMC 20-6 'Extended Range Operation with Two-Engine Aeroplanes ETOPS Certification and Operation'

#### 3.3. Other reference documents

- ICAO Annex 6 to the Chicago Convention on International Civil Aviation, Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes, 10th Edition, July 2016
- Australian Government, Civil Aviation Authority, Civil Aviation Order (CAO) 82.0, Air Operators' Certificates – applications for certificates and general requirements, dated 21 November 2012 taking into account amendments up to Civil Aviation Order 82.0 Amendment Instrument 2012 (No. 2)
- Canadian Aviation Regulations, Part VII — Commercial Air Services, current to July 22, 2014
  - Subpart 3 — Air Taxi Operations
  - Subpart 4 — Commuter Operations
  - Subpart 5 — Airline Operations
- Civil Aviation Authority of New Zealand, Civil Aviation Rules
- Part 121, Air Operations – Large Aeroplanes, CAA consolidation current as of 1 April 2014
- Part 125, Air Operations – Medium Aeroplanes, CAA consolidation current as of 1 April 2014



#### 4. Related document

- CRD 2017-15

