

Executive Director Decision

2024/008/R

of 2 September 2024

issuing the following:

**Amendment 11 to Issue 1 of the Acceptable Means of Compliance and Guidance Material
to Commission Regulation (EU) No 139/2014**

**‘AMC and GM to the Authority, Organisation and Operations Requirements for Aerodromes
Issue 1, Amendment 11’**

‘Use of signals in case of radio communication failure’

THE EXECUTIVE DIRECTOR OF THE EUROPEAN UNION AVIATION SAFETY AGENCY (EASA),

Having regard to Regulation (EU) 2018/1139¹, and in particular Articles 76(3) and 104(3)(a) thereof,

Whereas:

- (1) Acceptable means of compliance are non-binding standards issued by EASA, which are used by persons and organisations to show compliance with Regulation (EU) 2018/1139 and with the delegated and implementing acts adopted on the basis thereof.
- (2) Guidance material is non-binding material issued by EASA, which helps to illustrate the meaning of delegated or implementing acts or certification specifications and detailed specifications, and which is used to support the interpretation of Regulation (EU) 2018/1139, of the delegated and implementing acts adopted on the basis thereof, and of certification specifications and detailed specifications.

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>).

- (3) With Decision 2014/012/R² of 27 February 2014, the Executive Director adopted Acceptable Means of Compliance and Guidance Material to Commission Regulation (EU) No 139/2014³ ('AMC/GM for Aerodromes — Initial Issue').
- (4) EASA shall, pursuant to Article 4(1)(a) of Regulation (EU) 2018/1139, reflect the state of the art and the best practices in the field of aviation and update its decisions, taking into account worldwide aviation experience and scientific and technical progress in the respective fields.
- (5) EASA determined the need to amend the AMC and GM to authority, organisation and operations requirements for aerodromes in order to maintain legal certainty following the transposition of existing regulatory material from AMC to the implementing rules level based on the newly adopted Commission Delegated Regulation (EU) 2024/405⁴ amending Commission Regulation (EU) No 139/2014 as regards the use of signals in case of radio communication failure.
- (6) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Article 6 of the EASA Rulemaking Procedure⁽⁵⁾, widely consulted the interested parties on the content of this Decision, and provided thereafter a written response to the comments⁶ received through the consultation,

HAS DECIDED:

Article 1

The Annex to Decision 2014/012/R of the Executive Director of the Agency of 27 February 2014 is amended as laid down in the Annex to this Decision.

² [ED Decision 2014/012/R - AMC & GM Aerodromes - Initial Issue | EASA \(europa.eu\)](#)

³ 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) (<http://data.europa.eu/eli/reg/2014/139/oj>).

⁴ Commission Delegated Regulation (EU) 2024/405 of 30 January 2024 amending Regulation (EU) No 139/2014 as regards the use of signals in case of radio communication failure (OJ L, 2024/405, 11.4.2024) (http://data.europa.eu/eli/reg_del/2024/405/oj).

⁵ 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 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-01-2022-rulemaking-procedure-repealing-mb>).

⁶ [CRD 2022-04 - Regular update of the standardised European rules of the air | EASA \(europa.eu\)](#)

Article 2

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

It shall apply from 1 May 2025.

Cologne, 2 September 2024

For the European Union Aviation Safety Agency

The Executive Director

Florian GUILLERMET

