

## Annex III to ED Decision 2023/004/R

### **‘Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex VIII (Part-SPO) to Commission Regulation (EU) No 965/2012 Issue 1, Amendment 18’**

The text of the amendment is arranged to show deleted, 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)’.*

The Annex to ED Decision No 2014/018/R is amended as follows:

## **SUBPART B: OPERATIONAL PROCEDURES**

[...]

### **AMC1 SPO.OP.140(a) Flight preparation**

#### **ADEQUACY OF GROUND FACILITIES**

When deciding on the adequacy of facilities and services available at an aerodrome of intended operation, the operator should:

- (a) consult the aeronautical information publication (AIP) for information on the availability of rescue and firefighting services (RFFS) at the aerodrome of intended operation; and
- (b) assess the level of safety risk that is associated with the aircraft type and nature of the operation in relation to the availability of RFFS.

### **GM1 SPO.OP.140(a) Flight preparation**

#### **ADEQUACY OF GROUND FACILITIES — SAFETY RISK ASSESSMENT OF OPERATIONS WITHOUT RESCUE AND FIREFIGHTING SERVICES AT THE AERODROME OF INTENDED OPERATION**

To operate at an aerodrome with downgraded or unavailable rescue and firefighting services (RFFS), the operator may consider including in its operations manual, for each aircraft type, certain criteria to be used when conducting a safety risk assessment of such operations. For aircraft in rescue and firefighting (RFF) category 3 and higher, the conditions under which the pilot-in-command may decide to conduct a flight may include, but not be limited to the following:

- (a) acceptable downgrades of RFFS for planning and in-flight purposes such as departure, destination, and alternate aerodromes;
- (b) aircraft characteristics related to mass, landing speed, fuel capacity;
- (c) possible limitation to daytime only or a certain time of the day (due to fatigue);
- (d) weather constraints;
- (e) aerodromes that are unacceptable with unavailable or downgraded RFFS.