



Opinion No 01/2021

Occurrence-reporting requirements and requirements for meteorological services

RELATED NPA/CRD: 2016-19 — RMT.0681 | RMT.0719

EXECUTIVE SUMMARY

The objectives of this Opinion are to:

- align Commission Implementing Regulation (EU) 2017/373 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight with Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation. The aim of the proposed amendments is to mitigate the risks of overlaps and ambiguities that exist in the current regulatory framework due to the coexistence of reporting requirements in the delegated and implementing acts adopted on the basis of Regulation (EU) 2018/1139 (the Basic Regulation) and in Regulation (EU) No 376/2014 and its delegated and implementing acts. The proposed amendments will increase legal certainty and support the implementation of effective occurrence-reporting systems as part of safety management;
- transpose within the European Union (EU) regulatory framework the International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs) as regards meteorological services, especially the provision of SIGMET/AIRMET by meteorological watch offices (MWOs), the coordination between themselves, and the facilitation of area forecasts for low-level flights. The proposed amendments will assist Member States (MSs) in fulfilling their obligations under the Convention on International Civil Aviation (also known as the ‘Chicago Convention’) by providing a basis for a common interpretation and uniform implementation of the respective Chicago Convention’s provisions; and
- to correct the instructions for the completion of the SNOWTAM format in order to facilitate the correct and proper implementation of the ICAO Global Reporting Format (GRF) at EU level.

In order to achieve these objectives, this Opinion proposes amendments to Annex I (Part-DEFINITIONS), Annex II (Part-ATM/ANS.AR), Annex III (Part-ATM/ANS.OR), Annex V (Part-MET) and Annex VI (Part-AIS) to Commission Implementing Regulation (EU) 2017/373 as regards occurrence reporting, follow-up and analysis requirements, specific requirements for providers of meteorological services (Part-MET), as well as to the instructions for the completion of the SNOWTAM format.

Action area:	Safety management (RMT.0681); air traffic management / air navigation services (RMT.0719)		
Related rules:	Part-DEF, Part-ATM/ANS.AR, Part-ATM/ANS.OR, Part-MET and Part-AIS to Commission Implementing Regulation (EU) 2017/373		
Affected stakeholders:	ATM/ANS providers, especially MET providers; aircraft operators; aerodrome operators; competent authorities (CAs); EASA		
Driver:	Effectiveness of safety management and safety (RMT.0681)	Rulemaking group:	No
	Efficiency/proportionality (RMT.0719)		
Impact assessment:	No	Rulemaking Procedure:	Standard (RMT.0681) Accelerated (RMT.0719)

• EASA rulemaking process milestones

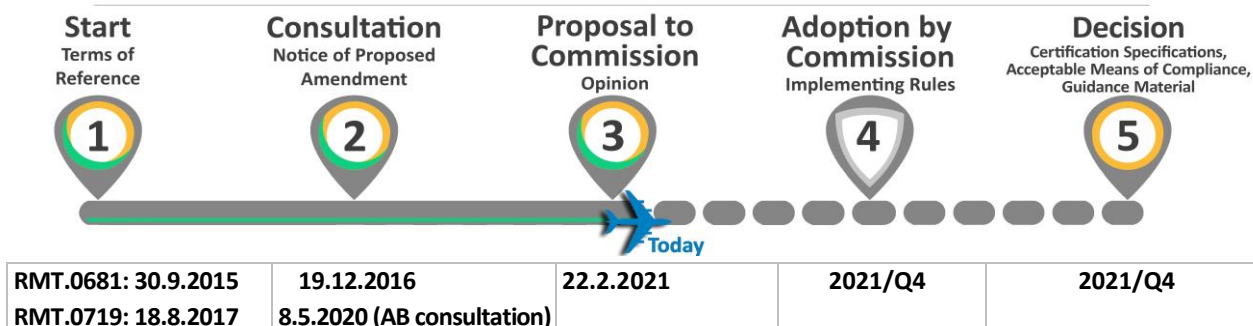


Table of contents

1. About this Opinion	3
1.1. How this Opinion was developed	3
1.2. The next steps	4
2. In summary — why and what	5
2.1. Why we need to amend the rules — issue/rationale	5
2.1.1. Occurrence reporting, follow-up and analysis	5
2.1.2. Meteorological services (MET)	6
2.1.3. Other aspects	6
2.2. What we want to achieve — objectives	7
2.3. How we want to achieve it — overview of the proposals	8
2.3.1. Occurrence reporting, follow-up and analysis	8
2.3.2. Meteorological services (MET)	8
2.3.3. Other aspects	9
2.4. What are the stakeholders’ views — outcome of the consultation	10
2.4.1. Outcome of NPA 2016-19 (RMT.0681)	10
2.4.2. Outcome of the AB focused consultation for RMT.0719	11
2.5. What are the expected benefits and drawbacks of the proposals?	11
2.5.1. Occurrence reporting, follow-up and analysis	11
2.5.2. Meteorological services (MET)	11
2.5.3. Other aspects	12
2.6. How we monitor and evaluate the rules	12
3. References	13
3.1. Related regulations	13
3.2. Related decisions	13
3.3. Other reference documents	13
4. Related documents	15



1. About this Opinion

1.1. How this Opinion was developed

The European Union Aviation Safety Agency (EASA) developed this Opinion in line with Regulation (EU) 2018/1139¹ (the ‘Basic Regulation’) and the Rulemaking Procedure².

This Opinion results from the activities undertaken under rulemaking tasks RMT.0681 and RMT.0719 (both included in the European Plan for Aviation Safety (EPAS) for 2021–2025³, whose scope and timescales were defined in the related ToRs⁴).

The *draft* regulatory text of this Opinion results from:

- the public consultation of Notice of Proposed Amendment (NPA) 2016-19 ‘Alignment of implementing rules and acceptable means of compliance/guidance material with Regulation (EU) No 376/2014 — Occurrence reporting’⁵ developed under RMT.0681, and involving, inter alia, industry, national aviation authorities (NAAs) and social partners;
- the consultation with the EASA Advisory Bodies (ABs)⁶ of a proposal to amend Annex V (Part-MET) to Commission Implementing Regulation (EU) 2017/373⁷, developed under RMT.0719, in accordance with Article 16 ‘Special rulemaking procedure: accelerated procedure’ of MB Decision No 18-2015. The referenced proposed text consulted with the EASA ABs has been developed by EASA through a focused consultation with the affected stakeholders that comprised technical meetings (three in total) and regular electronic correspondence with the MET experts nominated by the Air Traffic Management/Air Navigation Services Technical Body (ATM/ANS TeB) and the Air Traffic Management/Air Navigation Services Technical Committee (ATM/ANS TEC); and
- acknowledged inconsistencies between the instructions for the use of the SNOWTAM format contained in Appendix 3 of Annex VI (Part-AIS) to Regulation (EU) 2017/373, which are deemed

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>).

² 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>).

³ <https://www.easa.europa.eu/document-library/general-publications/european-plan-aviation-safety-2021-2025>

⁴ <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0681> and

<https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0719>

⁵ <https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2016-19>

⁶ ADR TeB, ADR.TEC, Air Crew TeB, Air Ops TeB, ATM/ANS TeB, ATM/ANS.TEC, FS.TEC, GA TeB, GA.COM, MAB, SAB, SAB MB, and SM TeB.

⁷ Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 (OJ L 62, 8.3.2017, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32017R0373&qid=1610986542253>).

necessary to be corrected for the correct and proper implementation of the ICAO Global Reporting Format (GRF) at EU level.

In reference to NPA 2016-19 (RMT.0681), EASA received 355 comments via the Comment-Response Tool (CRT) from organisations and individuals representing all the aviation domains, of which 118 were duplicate comments (meaning comments repeating comments made by different stakeholders). For further details, please consult the related CRD 2016-19 (RMT.0681)⁸, which was published on 24 May 2019.

With reference to the regulatory proposal stemming from RMT.0719, EASA decided to follow the procedure laid down in Article 16 of MB Decision No 18-2015 due to the non-controversial nature of the proposed amendments. 275 comments were received from the EASA ABs, with the following shares by stakeholder category: 49.51 % from NAAs, 38.24 % from the industry, and 12.25 % from social partners.

The *final* text of this Opinion and the draft regulation have been finalised by EASA based on the feedback received in the context of the public consultation of NPA 2016-19 (RMT.0681) and the input of the ABs (as per Article 16 of MB Decision No 18-2015) and focused consultation (RMT.0719). The draft proposal is published on the EASA website⁹.

The major milestones of the aforementioned rulemaking activities are presented on the title page.

1.2. The next steps

This Opinion contains the proposed amendments to Commission Implementing Regulation (EU) 2017/373 as well as their potential impacts. It is submitted to the European Commission, which will use it as a technical basis to prepare an EU regulation.

Together with the Opinion, EASA publishes *for information purposes only* the associated *draft* acceptable means of compliance (AMC) and guidance material (GM). These *draft* AMC and GM, without prejudice to their final content, will be aligned with the final text of the subject EU regulation. The Decision that will amend the AMC and GM, which were issued with ED Decision 2017/001/R¹⁰ on 8 March 2017, will be published by EASA following the publication of the aforementioned EU regulation by the European Commission.

⁸ CRD 2016-19 'Alignment of EASA Basic Regulation (Regulation (EU) 2018/1139) with the specific obligations stemming from Regulation (EU) No 376/2014' (<https://www.easa.europa.eu/document-library/comment-response-documents/crd-2016-19>).

⁹ <http://easa.europa.eu/document-library/opinions>

¹⁰ Executive Director Decision 2017/001/R of 8 March 2017 issuing Acceptable Means of Compliance and Guidance Material to Commission Implementing Regulation (EU) 2017/373 — 'Common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight' (<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2017001r>).

2. In summary — why and what

2.1. Why we need to amend the rules — issue/rationale

2.1.1. Occurrence reporting, follow-up and analysis

Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation¹¹ contains specific obligations for EASA, the Member States' competent authorities, individuals and organisations. These obligations exist in parallel with the reporting obligations of EASA, established with the Basic Regulation and its delegated and implementing acts. The essential requirements laid down in the annexes to the Basic Regulation require organisations subject to that Regulation to establish occurrence-reporting systems as part of their management system. The requirements for occurrence reporting are further specified in the delegated and implementing acts adopted on the basis of the Basic Regulation. Unlike Regulation (EU) No 376/2014, the delegated and implementing acts adopted on the basis of the Basic Regulation apply to organisations established in third countries when approved by EASA.

Although the aforementioned regulations have the same purpose and broadly the same outcomes, there are key differences, overlaps and ambiguities that require resolution and eventual alignment. In particular, the link between occurrence-reporting requirements and safety management / management system requirements applicable to competent authorities and organisations respectively must be clarified. These potential issues can be addressed by updating the requirements in the affected Commission Implementing Regulation (EU) 2017/373 in order to render them, as much as possible, consistent with Regulation (EU) No 376/2014. The basic principle remains that compliance with one regulation does not exempt organisations from compliance with the other regulation. However, this should not give rise to two parallel reporting systems, and the obligation to report can be discharged by using a single reporting channel.

The proposed amendments will provide clarity on the relevant authority and organisation requirements related to the implementation of mandatory and voluntary occurrence-reporting systems, the analysis and follow-up of occurrences or groups of occurrences, the implementation of the just culture principles, as well as the exchange of safety-significant information and the protection of the sources of information.

These requirements are closely linked to the implementation of management systems by ATM/ANS providers and authorities.

The proposed amendments will support the affected organisations in implementing the requirements of Regulation (EU) No 376/2014 as part of their management system, rather than through the establishment of a separate system.

For any reportable events and conditions set out in Commission Implementing Regulation (EU) 2017/373 that are currently not covered under Regulation (EU) No 376/2014 and its delegated and

¹¹ Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007 (OJ L 122, 24.4.2014, p. 18) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32014R0376&qid=1610986677249>).

implementing acts, it is proposed that these organisations establish a system similar to the one for the implementation of Regulation (EU) No 376/2014 to capture the related reports.

2.1.2. Meteorological services (MET)

Annex V (Part-MET) to Commission Implementing Regulation (EU) 2017/373 sets out the specific requirements for the providers of MET within the EU by transposing the relevant ICAO Annex 3 provisions into the EU regulatory framework. Such transposition considers the specific requirements as regards the European airspace structure, which are appropriate and proportionate for the provision of MET within the EU. Annex V (Part-MET) to Commission Implementing Regulation (EU) 2017/373, as amended by Regulation (EU) 2020/469¹², is aligned with ICAO Annex 3 Amendment 77-A (applicable since November 2016).

This proposal was deemed necessary to transpose the newly introduced ICAO Annex 3 Amendments 78 and 79 as regards, amongst others, the provision of SIGMET/AIRMET by meteorological watch offices (MWOs), the coordination between themselves, and the facilitation of area forecasts for low-level flights, into the EU regulatory framework. The aim was to resolve persisting discrepancies between the applicability of EU regulations and the originating ICAO provisions. For that purpose, an ICAO–EU synchronisation mechanism facilitated the management of such regular updates to EU regulations, stemming from the latest amendments to the ICAO provisions (i.e. Standards and Recommended Practices (SARPs), procedures, documents).

In addition, this proposal is used to align the units for wind speed, cloud base and vertical visibility to ensure consistency with the requirements laid down in point MET.TR.210. Moreover, this Opinion provides the possibility, consistently with MET.TR.215(e)(3), for the issue of aerodrome special meteorological reports (SPECI), which was not initially transposed into the EU regulatory framework.

Considering the elements listed above, this Opinion proposes to update Annex V (Part-MET) to Commission Implementing Regulation (EU) 2017/373, with consequential amendments to Annex I (Part-DEFINITIONS) to that Regulation as well. Additionally, the update will improve and maintain up to date the existing provisions.

In summary, the amendments to Annex V (Part-MET) are intended to transpose ICAO Annex 3 Amendment 78, which is applicable since 7 November 2018, and ICAO Annex 3 Amendment 79, which is applicable since 5 November 2020, into Commission Implementing Regulation (EU) 2017/373.

2.1.3. Other aspects

Promoting clarity in authority requirements

Point ATM/ANS.AR.B.001 ‘Management system’ of Annex II to Commission Implementing Regulation (EU) 2017/373 establishes that the competent authorities need to have a management system in place. This management system includes also the participation in the exchange of information with other competent authorities. Based on the implementation feedback received from the EASA ABs and standardisation inspections, it was deemed necessary to improve the relevant text that ‘the relevant findings’ raised and follow-up actions as a result of oversight of ATM/ANS providers should be

¹² Commission Implementing Regulation (EU) 2020/469 of 14 February 2020 amending Regulation (EU) No 923/2012, Regulation (EU) No 139/2014 and Regulation (EU) 2017/373 as regards requirements for air traffic management/air navigation services, design of airspace structures and data quality, runway safety and repealing Regulation (EC) No 73/2010 (OJ L 104, 3.4.2020, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1587641929473&uri=CELEX:32020R0469>).

addressed through the mutual exchange of the necessary information with and the provision of assistance to other competent authorities concerned and not ‘all findings’ raised, which was the initial intent of the provision.

Instructions for the completion of the SNOWTAM format

Following the adoption of Commission Delegated Regulation (EU) 2020/2148 of 8 October 2020 amending Regulation (EU) No 139/2014 as regards runway safety and aeronautical data¹³, it was acknowledged that there are certain inconsistencies between the instructions for the completion of the SNOWTAM format contained in Appendix 3 of Annex VI (Part-AIS) to Commission Implementing Regulation (EU) 2017/373 and the SNOWTAM format itself as well as the corresponding provisions and instructions for SNOWTAM origination by aerodrome operators, laid down in Regulation (EU) 139/2014, as amended.

Due to the number and the nature of the inconsistencies, the amendment to the instructions for the completion of the SNOWTAM format was not considered as corrigendum; therefore, this Opinion proposes corrections to the instructions for the completion of the SNOWTAM format laid down in Appendix 3 to Annex VI (Part-AIS) to Commission Implementing Regulation (EU) 2017/373, which are deemed necessary for the correct implementation of the ICAO Global Reporting Format (GRF) at EU level.

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 proposal will contribute to the achievement of the overall objectives by addressing the issues outlined in Section 2.1.

The specific objective of this proposal is, therefore, to:

- ensure compliance with and uniform implementation of the essential requirement laid down in point 5.1.(g) of Annex VIII to Regulation (EU) 2018/1139, according to which ATM/ANS providers shall establish an occurrence-reporting system as part of their management system in order to contribute to the aim of continuous improvement of safety, as well as that the resulting provisions are aligned with the principles of Regulation (EU) No 376/2014, thereby contributing to fostering effective systems for occurrence reporting, follow-up and analysis;
- ensure regulatory harmonisation across Europe, while assisting Member States (MSs) in fulfilling their obligations under the Chicago Convention by providing a basis for a common interpretation and uniform implementation of the Chicago Convention provisions; these objectives will be achieved through the uniform implementation of the ICAO Annex 3 provisions, facilitated by transposing Amendments 78 and 79 to the related SARPs of ICAO Annex 3 into the EU regulatory framework; and
- correct the instructions for the use of SNOWTAM laid down in Appendix 3 to Annex VI (Part-AIS) to Commission Implementing Regulation (EU) 2017/373 to ensure the correct and proper implementation of the ICAO Global Reporting Format (GRF) at EU level.

¹³ Commission Delegated Regulation (EU) 2020/2148 of 8 October 2020 amending Regulation (EU) No 139/2014 as regards runway safety and aeronautical data (OJ L 428, 18.12.2020, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R2148&cid=1612967347575>).



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

2.3.1. Occurrence reporting, follow-up and analysis

The proposed amendments will in particular address the following issues:

- Regulation (EU) No 376/2014 does not apply to organisations that are not established in an EU Member State. It is therefore necessary to further specify the requirements for those organisations in the implementing act applicable to ATM/ANS providers so that they meet the intent of Regulation (EU) No 376/2014.
- Commission Implementing Regulation (EU) 2017/373 lays down a number of reporting requirements in terms of reportable events and conditions and of reporting channels between organisations, which are not addressed in Regulation (EU) No 376/2014. It is necessary to clarify how these relate to the requirements laid down in Regulation (EU) No 376/2014.

2.3.2. Meteorological services (MET)

The proposal is to extend the use of the ICAO Meteorological Information Exchange Model (IWXXM) by the EU MSs. Accordingly, the ICAO provisions for the dissemination of IWXXM have been transposed into AMC and GM to facilitate the exchange of meteorological observations and reports (METAR/SPECI), aerodrome forecasts (TAF), SIGMETs¹⁴, AIRMETs¹⁵, and volcanic ash and tropical cyclone advisory information.

Furthermore, the proposal introduces improvements in the provision of SIGMET by meteorological watch offices (MWOs) and of information on the release of radioactive material into the atmosphere.

In addition, associated GM is introduced to provide information and guidance regarding the training and competencies of aeronautical meteorological personnel employed by MET providers.

Other proposed amendments concern the following:

- modifications to the provisions on volcanic ash information to facilitate the reporting of volcanic ash in cases of resuspended volcanic ash events;
- introduction of coordination between MWOs to improve the harmonisation of SIGMET;
- improvement of the representation of the location and extent of volcanic ash clouds;
- introduction of increased horizontal and vertical spatial resolution of the hazard grids for turbulence, icing and cumulonimbus (CB) cloud forecasts issued by the world area forecast system (WAFS);
- improvement of the tropical cyclone (TC) SIGMET and TC advisory messages to prevent user misinterpretation and to improve the validation and translation of these messages from traditional alphanumeric codes (TAC) into IWXXM;

¹⁴ 'SIGMET' means information, issued by a meteorological watch office, concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere which may affect the safety of aircraft operations and of the development of those phenomena in time and space.

¹⁵ 'AIRMET' means information, issued by a meteorological watch office, concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and of the development of those phenomena in time and space, and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof.

- update to the values of the eddy dissipation rate (EDR) to improve the reporting of turbulence from aircraft;
- assurance that the IWXXM schema can easily indicate missing and/or incorrect mandatory parameters in METAR in TAC form to avoid failures in the validation process once translated from TAC into IWXXM;
- facilitation of area forecasts for low-level flights to be transmitted to aeronautical fixed service internet-based services;
- simplification of existing requirements concerning radioactive cloud (RDOACT CLD) SIGMET and AIRMET messages for consistency purposes.

2.3.3. Other aspects

- The proposed amendment to point ATM/ANS.AR.B.001(c) will clarify that ‘the relevant findings’ raised and follow-up actions as a result of the oversight of ATM/ANS providers should be addressed through the mutual exchange of the necessary information with and the provision of assistance to the other competent authorities concerned.
- A correction made in Appendix 3 to Annex VI (Part-AIS) to Commission Implementing Regulation (EU) 2017/373 as regards the instructions on the SNOWTAM format will ensure consistency with other EU aviation regulations and will thus facilitate the correct and proper implementation of the ICAO Global Reporting Format (GRF) at EU level.



2.4. What are the stakeholders’ views — outcome of the consultation

2.4.1. Outcome of NPA 2016-19 (RMT.0681)

The distribution of comments for the main NPA segments is shown below:

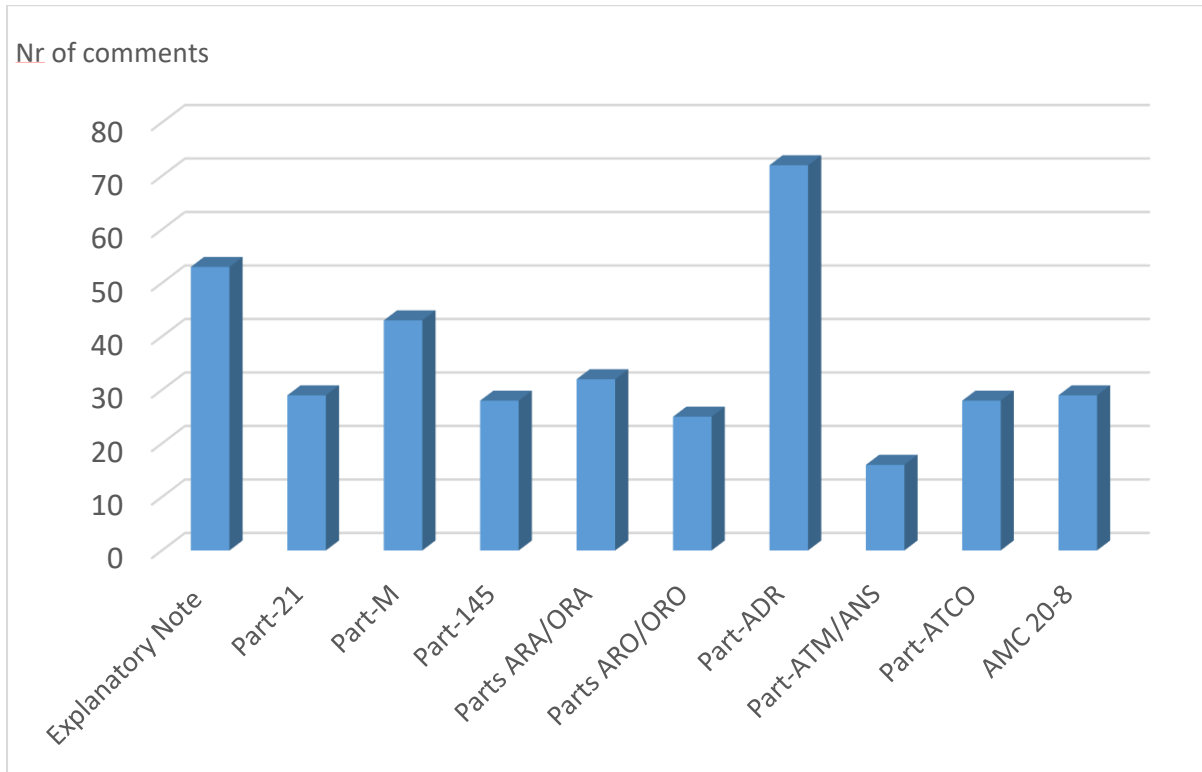


Figure 1 — Comment distribution

EASA received in total 355 comments submitted via the Comment-Response Tool (CRT), and less than 15 of them were related to ATM/ANS.

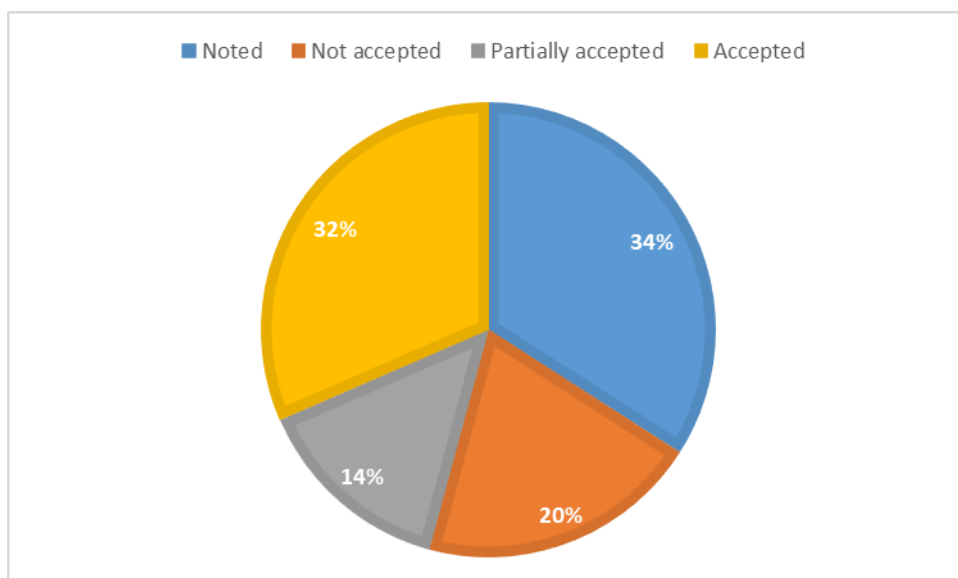


Figure 2 — EASA responses

For further details, please refer to CRD 2016-19 (RMT.0681)¹⁶.

2.4.2. Outcome of the AB focused consultation for RMT.0719

The focused consultation with the EASA ABs indicated commitment on the proposed approach on the alignment of the EU regulatory framework with the last two ICAO Annex 3 amendments. In addition, the proposed amendments to the current Regulation would also allow the issuance of area forecasts for low-level flights without AIRMET and include RVR reporting criteria.

A swift implementation feedback on the proposed amendments to the specific requirements for MET providers was also received as justification for the need of synchronisation of the EU regulation in question with ICAO Annex 3 Amendments 78 and 79.

2.5. What are the expected benefits and drawbacks of the proposals?

2.5.1. Occurrence reporting, follow-up and analysis

The proposed amendments are expected to:

- increase legal certainty by clarifying the occurrence-reporting requirements within the scope of the Basic Regulation; and
- support the implementation of effective occurrence-reporting systems, as part of the organisation's management system, by the ATM/ANS providers concerned.

No specific drawbacks have been identified relating to the proposed amendments.

2.5.2. Meteorological services (MET)

The proposed amendments are expected to provide the following benefits:

- the capability to provide air operators and aircrews with information on areas of volcanic ash raised by the wind (known as 'resuspended volcanic ash' events);
- greater consistency of SIGMET between neighbouring flight information regions (FIRs) through increased and improved coordination between meteorological watch offices (MWOs);
- increased safety through better planning of routes to avoid hazardous weather (turbulence, icing and cumulonimbus (CB) clouds) as a result of higher-resolution forecasts issued by the world area forecast system (WAFS);
- improved reporting and forecasting of turbulence through updated values of the eddy dissipation rate (EDR).

All of the above are anticipated to result in enhanced safety and efficiency and, as highlighted in the impact assessment included in the relevant ICAO State letters¹⁷, the improvements to efficiency and safety will in return reduce costs.

¹⁶ <https://www.easa.europa.eu/document-library/comment-response-documents/crd-2016-19>

¹⁷ Ref.: AN 10/1.1-18/32 (Subject: Adoption of Amendment 78 to Annex 3), and AN 10/1.1-20/16 (Subject: Adoption of Amendment 79 to Annex 3).



Additionally, the use of the IWXXM form for the dissemination of meteorological information will support future efficiencies in the use of meteorological information by all EU aviation industry stakeholders and prepare the ground for further digitalisation.

No specific drawbacks have been identified relating to the proposed amendments.

2.5.3. Other aspects

The proposed amendments are expected to promote clarity and ensure consistency with regard to the common understanding of the provisions in question. No specific drawbacks have been identified with regard to the proposed amendments.

2.6. How we monitor and evaluate the rules

EASA will monitor and evaluate the implementation of the resulting EU regulation through regular standardisation activities. In addition, the monitoring of the implementation of the resulting amendments would be carried out through regular feedback received from the EASA Advisory Bodies. These inputs will facilitate the assessment of how efficiently the adopted implementing measures have been or are currently applied.

Cologne, 22 February 2021

Patrick KY
Executive Director



3. References

3.1. Related regulations

- 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)
- Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 (OJ L 62, 8.3.2017, p. 1)
- Commission Implementing Regulation (EU) 2020/469 of 14 February 2020 amending Regulation (EU) No 923/2012, Regulation (EU) No 139/2014 and Regulation (EU) 2017/373 as regards requirements for air traffic management/air navigation services, design of airspace structures and data quality, runway safety and repealing Regulation (EC) No 73/2010 (OJ L 104, 3.4.2020, p. 1)

3.2. Related decisions

- Executive Director Decision 2017/001/R of 8 March 2017 issuing Acceptable Means of Compliance and Guidance Material to Commission Implementing Regulation (EU) 2017/373 'Common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight', as last amended

3.3. Other reference documents

- Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (the framework Regulation) - Statement by the Member States on military issues related to the single European sky (OJ L 96, 31.3.2004, p. 1)
- Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (the service provision Regulation) (OJ L 96, 31.3.2004, p. 10)
- Regulation (EC) No 551/2004 of the European Parliament and of the Council of 10 March 2004 on the organisation and use of the airspace in the single European sky (the airspace Regulation) (OJ L 96, 31.3.2004, p. 20)
- Commission Delegated Regulation (EU) 2020/2148 of 8 October 2020 amending Regulation (EU) No 139/2014 as regards runway safety and aeronautical data (OJ L 428, 18.12.2020, p. 10)
- ICAO Annex 3 to the Convention on International Civil Aviation, 'Meteorological Service for International Air Navigation', 19th Edition, 2016
- ICAO State letter AN 10/1.1-18/32 'Adoption of Amendment 78 to Annex 3', 3 April 2018
- ICAO State letter AN 10/1.1-20/16 'Adoption of Amendment 79 to Annex 3', 2 April 2020



- ICAO Procedures for Air Navigation Services — Aeronautical Information Management (Doc 10066), 1st Edition, 2018



4. Related documents

- CRD to NPA 2016-19 'Alignment of EASA Basic Regulation (Regulation (EU) 2018/1139) with the specific obligations stemming from Regulation (EU) No 376/2014' (RMT.0681)¹⁸

¹⁸ <https://www.easa.europa.eu/document-library/comment-response-documents/crd-2016-19>

