



Amendments to the aeronautical data catalogue and the aeronautical information publication structure and content

RELATED NPA: 2021-103 —RMT.0719 (SUBTASK 4A)

EXECUTIVE SUMMARY

The objectives of this Opinion are to:

- align the content of Regulation (EU) 2017/373 with the latest provisions of the International Civil Aviation Organization (ICAO) Procedures for Air Navigation – Aeronautical Information Management (PANS-AIM), following the introduction of amendments to the content and structure of the aeronautical information publication (AIP), and to the aeronautical data catalogue. The proposed amendments will therefore assist Member States (MSs) in fulfilling their obligations under the Chicago Convention in a uniform manner, and constitute a common basis for the provision of essential, standardised aeronautical information to end users, as well as data services providers;
- facilitate the implementation of the ‘all-weather-operations (AWOs)’ concept, by ensuring the publication of the required aeronautical data in the AIP; and
- facilitate further the implementation of the ICAO Global Reporting Format (GRF), through:
 - the introduction of the required amendments to certain provisions regarding the content and structure of the AIP, to allow the promulgation of certain operational information, in line with the provisions of Commission Regulation (EU) No 139/2014, as regards the implementation of the GRF;
 - the update of the definition of SNOWTAM in both Regulations (EU) 2017/373 and No 139/2014, in line with ICAO Annex 15; and
 - the resolution of an identified inconsistency, related to the content of ICAO PANS-AIM and ICAO Procedures for Air Navigation-Aerodromes (PANS-Aerodromes), concerning the SNOWTAM issuance under certain conditions.

In order to achieve these objectives, this Opinion proposes amendments to Annex I (Part-DEFINITIONS), Annex III (Part-ATM/ANS.OR) and Annex VI (Part-AIS) to Regulation (EU) 2017/373, and to Annex I (Definitions) to Regulation (EU) No 139/2014. The proposed amendments will help to maintain the safety level, improve efficiency through the removal of identified inconsistencies and the facilitation of the implementation of the AWOs concept, and will facilitate the overall compliance of the organisations concerned.

Domain:	Air traffic management/air navigation services (ATM/ANS)		
Related rules:	Part-DEFINITIONS, Part-ATM/ANS.OR and Part-AIS of Commission Implementing Regulation (EU) 2017/373, and Annex I (Definitions) to Commission Regulation (EU) No 139/2014		
Affected stakeholders:	ATM/ANS providers (especially AIS providers); aircraft operators; aerodrome operators; national competent authorities (NCAs)		
Driver:	Efficiency/proportionality; safety	Rulemaking group:	No
Impact assessment:	No	Rulemaking Procedure:	Direct publication

Start Terms of Reference	Advisory Body Consultation	Proposal to the Commission	Adoption by Commission	Decision
18.8.2017	NPA 2021-103 (draft Opinion and Decision)	Opinion	Implementing act and delegated act	Acceptable Means of Compliance and Guidance Material
18.8.2017	21.12.2021	27.4.2022	2022 Q/3	2022 Q/3



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
2.2. What we want to achieve — objectives.....	6
2.3. How we want to achieve it — overview of the proposed amendments	6
2.4. What are the stakeholders’ views — outcome of the consultation	7
2.5. What are the expected benefits and drawbacks of the proposed amendments	8
2.6. How we monitor and evaluate the rules.....	9
3. References	10
3.1. Related regulations	10
3.2. Related decisions	10
3.3. Other reference documents	10
4. Related documents.....	11



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 Task (RMT).0719 which is included in Volume II of the European Plan for Aviation Safety (EPAS) for 2022–2026³. The scope and timescales of the task were defined in the related Terms of Reference (ToR)⁴.

EASA developed the *draft* text of this Opinion, proposing the amendment of Annex I (Part-Definitions), Appendix 1 (Aeronautical Data Catalogue) to Annex III (Part-ATM/ANS.OR), and Appendix 1 (Contents of the AIP) to Annex VI (Part-AIS) to Regulation (EU) 2017/373⁵, as well as the amendment of Annex I (Definitions) to Regulation (EU) 139/2014⁶, and consulted it with its Advisory Bodies (ABs)⁷ through NPA 2021-103 in accordance with Article 15 'Special rulemaking procedure: direct publication' of MB Decision No 18-2015⁷.

EASA has taken the decision to follow the procedure laid down in said Article as this regulatory proposal is on the one hand expected to have a negligible impact, while on the other hand it addresses an issue which has been already widely consulted through the ICAO State letters pertaining to the amendments of PANS-AIM. In addition, it will facilitate the implementation of the GRF concept, addressing thus a safety issue. Moreover, it would facilitate the implementation of the AWOs concept, whose safe deployment depends also on the amendment of the relevant provisions.

A total number of 57 comments were received from the EASA ABs, with the following shares by stakeholder category: 57,9 % from NCAs and 42.1 % from the industry. With regard to the industry comments, 58,3 % of them were submitted through relevant associations.

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-2022-2026>

⁴ <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0719>

⁵ 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>).

⁶ 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) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1560854264686&uri=CELEX:32014R0139>).

⁷ MAB, ATM/ANS TeB, ATM/ANS.TEC, ADR TeB and ADR.TEC.

The *final* text of this Opinion, including the draft regulations, has been developed by EASA based on the input from the AB consultation. The draft regulations are published on the Official Publication of EASA⁸.

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 Regulation (EU) 2017/373, as well as to Commission Regulation (EU) No 139/2014, and their potential impacts. It is submitted to the European Commission, which will use it as a technical basis to amend those Regulations.

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 finalised after the adoption of the subject EU regulations. The Decisions that will amend the AMC and GM, which were issued with ED Decision 2017/001/R⁹ on 8 March 2017 and with ED Decision 2014/012/R¹⁰ on 27 February 2014, will be published by EASA following the publication of the EU regulations by the European Commission.

⁸ <http://easa.europa.eu/document-library/opinions>

⁹ 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>).

¹⁰ Decision 2014/012/R of the Executive Director of the Agency of 27 February 2014 adopting Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 139/2014 'AMC/GM for Aerodromes – Initial Issue' (<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2014012r>).

2. In summary — why and what

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

The content and structure of an AIP are defined in Appendix 1 to Annex VI (Part-AIS) to Regulation (EU) 2017/373 and are based on the content of ICAO PANS-AIM. The AIP is important to aviation safety as it enables the publication, in a standardised manner, of aeronautical data/information, which is then utilised by the end users, including data services providers. In this context, the content of the aeronautical data catalogue is defined in Appendix 1 to Annex III (Part-ATM/ANS.OR) to Regulation (EU) 2017/373 and is also based on the provisions of ICAO PANS-AIM. The content of the aeronautical data catalogue is important to aviation safety because it is related, amongst others, to the accuracy, integrity, and resolution of the aeronautical data, which is a fundamental enabler for safe aviation operations.

ICAO has recently updated the structure and content of the AIP, but also the aeronautical data catalogue in PANS-AIM. It is, therefore, essential that the relevant EU regulatory provisions describing the content and structure of the AIP, but also the aeronautical data catalogue, are updated as soon as possible, to allow the promulgation of the relevant information. This will also contribute to the safe and timely implementation of the AWOs concept in the EU¹¹, as its deployment depends on the availability and publication of the relevant information in the AIP. On the other hand, the facilitation of implementation of the AWOs concept from an aeronautical information services (AIS) perspective requires also additional, limited, amendments to certain sections of the AIP, given that they currently reflect the traditional ICAO typology of ‘Category II/III operations’. It also requires the introduction/amendment of AWOs-related definitions, to ensure consistency with the domains of air operations and aerodromes. This Opinion addresses the above-mentioned operational and regulatory needs.

Moreover, it has been identified that certain content of the AIP in the EU regulatory framework needs to be updated in order to facilitate the promulgation of information which relates to the implementation of the GRF, because currently certain parts of the AIP content and structure reflect older provisions of ICAO Annex 14 regarding friction measurement (which have been already replaced by ICAO), thus leading to a regulatory inconsistency with potentially detrimental operational consequences¹². This Opinion addresses this issue, and therefore, will contribute to the overall action for the prevention of runway excursions.

In addition, as part of the GRF implementation feedback in the EU, it has been noticed that due to an inconsistency between ICAO PANS-Aerodromes and ICAO PANS-AIM, which has been reflected in the EU regulatory framework, the issuance of a SNOWTAM is not possible when the runway condition

¹¹ For the AWOs concept, see the newly adopted Commission Regulations:

- Commission Delegated Regulation (EU) 2022/208 of 14 December 2021 amending Regulation (EU) No 139/2014 as regards the requirements for all-weather operations (OJ L 35, 17.2.2022, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32022R0208>).
- Commission Implementing Regulation (EU) 2021/2237 of 15 December 2021 amending Regulation (EU) No 965/2012 as regards the requirements for all-weather operations and for flight crew training and checking (OJ L 450, 16.12.2021, p. 21) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32021R2237>).

¹² EASA has already issued a Safety Information Bulletin (SIB) ‘[2021-11 : Content of Aeronautical Information Publication – Assessment and Reporting of Runway Surface Conditions \(GRF\)](#)’ regarding this issue, to raise the awareness of the relevant stakeholders, and has presented the subject to the relevant ICAO forum, proposing an amendment to ICAO PANS-AIM based on the content of the said SIB.

code (RWYCC) is reported as '6' and the runway is covered with a single contaminant that extends between 10 and 25 % of the runway third, warranting the issuance of a SNOWTAM. EASA has already presented the issue to ICAO, proposing a relevant amendment of ICAO PANS-AIM. This issue will also be resolved with the amendment of the Regulations based on this Opinion, through the amendment of the SNOWTAM-related instructions, in a manner that ensures internal consistency amongst the various sections of these instructions, as well as with the aerodrome-related provisions concerning the assessment of the runway surface conditions.

Finally, as part of the GRF concept implementation, this Opinion contains a proposal for the amendment of the SNOWTAM definition, in line with ICAO Annex 15, to also include the term 'standing water', in order to ensure consistency with the actual requirements regarding SNOWTAM origination/issuance and contribute to the clarity of the relevant provisions. Because the SNOWTAM definition is contained in both Regulation (EU) 2017/373 and Regulation (EU) No 139/2014, for consistency reasons, this update needs to address both Regulations.

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

The specific objectives of this proposal are therefore to:

- maintain the safety level in this area;
- ensure that the AIPs of the EU Member States are updated as soon as possible;
- facilitate compliance of the EU Member States with the relevant ICAO provisions through the update of the relevant provisions of Regulation (EU) 2017/373 and Regulation (EU) No 139/2014; and
- facilitate the implementation of the AWOs and GRF concepts in the EU.

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

To meet the above-mentioned specific objectives, the proposals included in this Opinion concern the:

- update the SNOWTAM definition, in Annex I to Regulation (EU) 2017/373 and Annex I to Regulation (EU) No 139/2014, and the addition of new definitions in Annex I to Regulation (EU) 2017/373 related to the proposals made regarding the AIP content/structure, in particular in relation to the concept of AWOs;
- incorporation of new elements in Tables 1, 3 and 5 of Appendix 1 to Annex III to Regulation (EU) 2017/373, concerning the aeronautical data catalogue, stemming from the latest amendment of ICAO PANS-AIM;
- amendment of certain AIP sections, in Appendix 1 to Annex VI to Regulation (EU) 2017/373, concerning the content and structure of the AIP, in order to enable the promulgation of additional and more appropriate aeronautical data and information, and in particular the AIP sections AD 1.1.3, AD 1.2, AD 1.2.2, AD 2.7, AD 2.19, AD 2.22, AD.2.25 and AD 3.18; and
- update of the instructions for the completion of the SNOWTAM format, contained under item E in the aeroplane performance calculation section and, consequentially, point j) 5) (condition



description for each runway third) in the general section, in Appendix 3 to Annex VI to Regulation (EU) 2017/373, to enable the issuance of SNOWTAM under certain operational conditions.

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

EASA received in total 57 comments through the AB consultation. The comments addressed both the proposed amendments to the Regulations, but also some of the proposed acceptable means of compliance and guidance material.

The majority of the commentators:

- suggested additional amendments to the aeronautical data catalogue. EASA noted that the majority of these comments were outside the limited scope of the proposed amendments to the aeronautical data catalogue. These comments are planned to be addressed in the context of a different rulemaking activity (RMT.0719 Subtask 4b), which will deal with a more general update of the AIS provisions. A relevant NPA is scheduled for publication in 2022;
- requested the provision of additional material to support the implementation of the new AIP section AD 2.25 concerning the VSS penetration, a request that has been accepted by EASA to support aeronautical information service providers, as well as the relevant data originators (aerodrome operators);
- raised certain GRF-related issues, which in some cases would concern the domain of aerodromes, or would need to be addressed in a different context (e.g. SERA-related provisions). This has led to the:
 - inclusion of an additional amendment to point j) 5) in the general section of the SNOWTAM instructions, which is considered to be consequential to the one proposed regarding item E in the aeroplane performance calculation section; and
 - development of the proposed amendment to the existing guidance material in the aerodrome domain, to ensure its consistency with the proposals concerning the amendment of the SNOWTAM instructions.

The number of the individual comments received and their statistical distribution per response type given by EASA are shown in Figure 1.



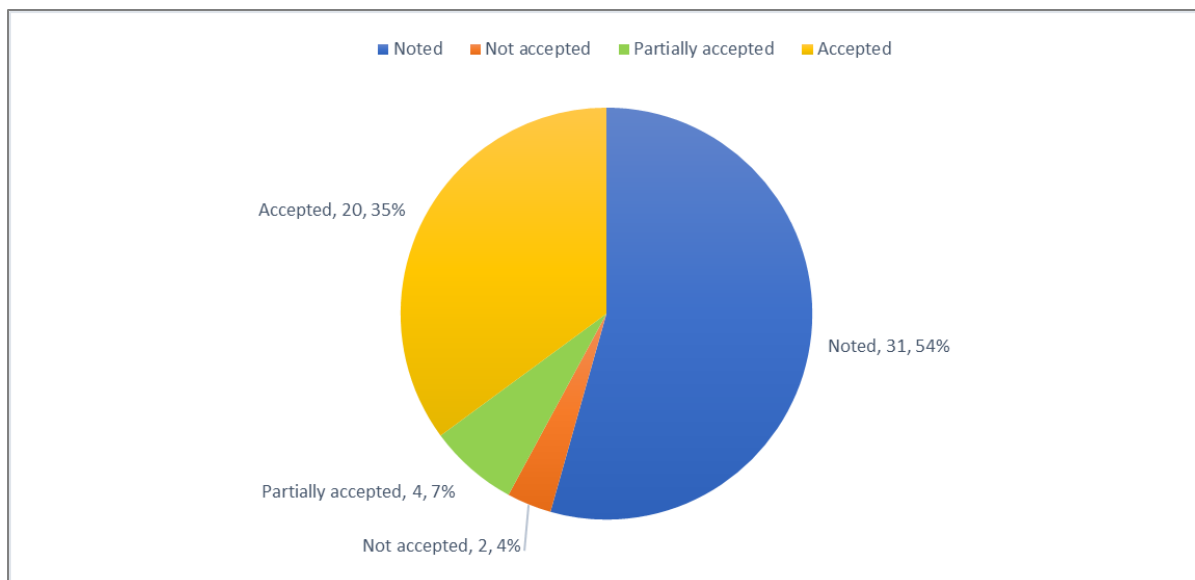


Figure 1 — EASA responses

During the comment review EASA addressed also individual comments concerning different topics, which have also led to the introduction of additional amendments (e.g. amendment of AIP section ‘**** AD 3.18 Radio navigation and landing aids’ concerning heliports, based on the already proposed content of ‘**** AD 2.19 Radio navigation and landing aids’ concerning aerodromes, and the case of ‘Location for wing tips extension’ in the aeronautical data catalogue).

Moreover, as in the meantime amendments to Regulation (EU) No 139/2014 and Regulation (EU) No 965/2012¹³ based on EASA Opinion No 02/2021 on AWO have been adopted by the European Commission, and taking into account individual comments received, as well as the need to ensure regulatory consistency and legal certainty, it was considered necessary to include additional AWOs-related definitions and limited, additional, changes to certain AIP sections (‘AD 1.1.3 Low visibility procedures (LVP)’, and ‘**** AD 2.22 Flight procedures’), to facilitate the AWOs deployment¹⁴.

In general, the received comments on the GRF- and AWOs-related provisions confirmed the close relationship between the domains of ATM/ANS, aerodromes, and air operations, along with the evident need for the implementation of a holistic approach.

Overall, the consultation with the EASA ABs indicated support of the proposed approach and of the regulatory proposals. The commentators were also supportive of the alignment of the EU regulatory framework with the latest ICAO provisions.

2.5. What are the expected benefits and drawbacks of the proposed amendments

The proposed amendments pertain mostly to AIS providers and, in a secondary manner, to aerodrome operators, air navigation service providers (ANSPs), aircraft operators and NCAs.

¹³ 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) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32012R0965&qid=1648640086154>).

¹⁴ The need to update certain ATS provisions to reflect the AWOs concept in relation to LVO/LVP, will be addressed in the context of a different rulemaking activity (RMT.0719 Subtask 4b). The related NPA is planned for Q2 2022.

The overall proposal is envisaged to provide benefits by maintaining the safety level through:

- the update of the SNOWTAM definition in line with ICAO Annex 15, and the inclusion of other definitions pertaining to AWOs;
- the alignment with:
 - the latest amendments to the ICAO PANS-AIM;
 - the provisions contained in the recently adopted regulations concerning the AWOs concept, in the domain of aerodromes and air operations;
 - those provisions already contained in Regulation (EU) No 139/2014 regarding the GRF, through the amendment of the SNOWTAM instructions;
- the elimination of the inconsistencies stemming from the fact that ICAO has not updated the content of the AIP as part of the GRF concept.

The implementation costs of the proposed requirements are considered to be negligible, because in order to ensure compliance, aerodrome operators, ANSPs and NCAs will only have to provide limited information to the AIS providers, which the AIS providers will then include in the subsequently revised AIP structure. This is expected to have a positive efficiency impact in the long term. Similarly, the impact from the changes to the SNOWTAM instructions is considered to be negligible because it concerns only minor changes to the relevant procedures of the AIS providers, while it will have a positive impact soon after its implementation, as the removal of the inconsistency will solve the practical problems identified. On the other hand, the publication of the relevant data in the AIP will benefit the aircraft operators, but also data services providers.

No drawbacks have been identified by the introduction of these amendments.

2.6. How we monitor and evaluate the rules

EASA will monitor and evaluate the implementation of the resulting EU regulations 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 ABs. These inputs will facilitate the assessment of how efficiently the adopted implementing measures have been applied.

Cologne, 27 April 2022

Patrick KY
Executive Director



3. References

3.1. Related regulations

- 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 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)

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'
- Decision 2014/012/R of the Executive Director of the Agency of 27 February 2014 adopting Acceptable Means of Compliance and Guidance Material to Regulation (EU) 139/2014 'AMC/GM for Aerodromes – Initial Issue'

3.3. Other reference documents

- ICAO State Letter AN 2/33.1-20/26, Amendment 1 to the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066)
- ICAO Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066)
- ICAO Aeronautical Information Services Manual (Doc 8126)
- Commission Regulation (EU) No 965/2012 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)



4. Related documents

N/A

