

Executive Director Decision

2024/006/R

of 2 September 2024

issuing the following:

**Amendment 6 to the Acceptable Means of Compliance and Guidance Material
to Annex IV (Part-ATS) to Commission Implementing Regulation (EU) 2017/373**

‘AMC and GM to Part-ATS — Amendment 6’

and

**Amendment 3 to the Acceptable Means of Compliance and Guidance Material
to Annex VI (Part-AIS) to Commission Implementing Regulation (EU) 2017/373**

‘AMC and GM to Part-AIS — Amendment 3’

— — —

**‘Harmonisation of the requirements
on special VFR and wake turbulence separation and
on radio mandatory zones and transponder mandatory zones
with the SERA regulatory framework’**

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

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>).

implementing acts adopted on the basis thereof, and of certification specifications and detailed specifications.

- (3) With Decision 2017/001/R² of 8 March 2017, the Executive Director issued Acceptable Means of Compliance and Guidance Material to Commission Implementing Regulation (EU) 2017/373³ ('Common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight').
- (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, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Article 6 of the EASA rulemaking procedure⁴, widely consulted the interested parties on the content of this Decision and provided thereafter a written response⁵ to the comments received through the consultation,

HAS DECIDED:

Article 1

Annex IV (AMC and GM to Part-ATS) to Decision 2017/001/R of the Executive Director of the Agency of 8 March 2017 is amended as laid down in Annex I (AMC and GM to Part-ATS — Issue 1, Amendment 6) to this Decision.

Article 2

Annex VI (AMC and GM to Part-AIS) to Decision 2017/001/R of the Executive Director of the Agency of 8 March 2017 is amended as laid down in Annex II (AMC and GM to Part-AIS — Issue 1, Amendment 3) to this Decision.

² [ED Decision 2017/001/R - AMC/GM to Regulation \(EU\) 2017/373 | EASA \(europa.eu\)](#)

³ 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) (http://data.europa.eu/eli/reg_impl/2017/373/oj).

⁴ 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>).

⁵ [CRD 2022-04 - Regular update of the standardised European rules of the air | EASA \(europa.eu\)](#)



Article 3

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

