



Explanatory Note to Decision 2020/016/R

Acceptable means of compliance and guidance material to the rules of the air

RELATED NPA/CRD 2018-14 (RMT.0703 (INCLUDING ALSO RMT.0704)) — OPINION No 03/2019

EXECUTIVE SUMMARY

The objective of this Decision is to maintain a high level of safety for services and procedures in air navigation.

Following the adoption of Commission Implementing Regulation (EU) 2020/1177 of 7 August 2020 amending Implementing Regulation (EU) 2020/469 as regards postponing dates of application of certain measures in the context of the COVID-19 pandemic and amending among others Commission Implementing Regulation (EU) No 923/2012 (SERA Regulation), this Decision amends the acceptable means of compliance (AMC) and guidance material (GM) to the rules of the air with regard to the ATC phraseologies to be used following the need to implement the ICAO Global Reporting Format as of August 2021.

The AMC and GM have been developed and consulted concurrently with the related implementing rules (IRs) and published for information along with Opinion No 03/2019. Based on this Opinion, the European Commission adopted Commission Implementing Regulation (EU) 2020/469 of 14 February 2020 which as stated above was amended by Regulation (EU) 2020/1177.

| | | | |
|-------------------------------|--|------------------------------|---------------|
| Action area: | Aerodromes (RMT.0703 (incl. also RMT.0704)) | | |
| Affected rules: | ED Decision 2013/013/R 'AMC/GM to the rules of the air' | | |
| Affected stakeholders: | Member States; competent authorities/national supervisory authorities; ATM/ANS providers; airspace users (e.g. aircraft operators); aerodrome operators; ATCOs and pilots and EASA | | |
| Driver: | Safety (RMT.0703) | Rulemaking group: | No (RMT.0703) |
| Impact assessment: | Light (RMT.0703) | Rulemaking Procedure: | Standard |

● EASA rulemaking process



| | | | | | |
|----------|-----------|------------|-----------|----------|------------|
| RMT.0703 | 14.9.2017 | 17.12.2018 | 24.6.2019 | 7.8.2020 | 10.11.2020 |
| RMT.0704 | 13.9.2017 | 17.12.2018 | 24.6.2019 | 7.8.2020 | 10.11.2020 |



Table of contents

| | |
|--|----------|
| 1. About this Decision | 3 |
| 2. In summary — why and what | 4 |
| 2.1. Why we need to amend the AMC & GM..... | 4 |
| 2.2. What we want to achieve — objectives..... | 4 |
| 2.3. How we want to achieve it — overview of the amendments..... | 4 |
| 3. References | 5 |
| 3.1. Related regulations..... | 5 |
| 3.2. Affected decisions | 5 |
| 3.3. Other reference documents..... | 5 |
| 4. Related document..... | 6 |



1. About this Decision

EASA developed ED Decision 2020/016/R in line with Regulation (EU) 2018/1139¹ ('Basic Regulation') and the Rulemaking Procedure².

This rulemaking activity was included in the European Plan for Aviation Safety (EPAS) [2020-2024](#) under rulemaking tasks (RMTs).0464 and 0703 (incl. RMT.0704). The scope and timescales of these tasks were defined in the related Terms of Reference³.

The final text of this Decision has been developed by EASA in consideration of Regulation (EU) 2020/1177⁴ postponing dates of application of certain measures in the context of the COVID-19 pandemic and amending among others Commission Implementing Regulation (EU) No 923/2012⁵ (SERA Regulation), especially with regard to the ATC phraseologies to be used following the need to implement the ICAO Global Reporting Format as of August 2021.

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

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/terms-of-reference-and-group-compositions/tor-rmt0464>
<https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0703>
<https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0704>

⁴ Commission Implementing Regulation (EU) 2020/1177 of 7 August 2020 amending Implementing Regulation (EU) 2020/469 as regards postponing dates of application of certain measures in the context of the COVID-19 pandemic (OJ L 259, 10.8.2020, p. 12) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R1177&qid=1603874880267>).

⁵ Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 (OJ L 281, 13.10.2012, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32012R0923&qid=1603881647501>).

2. In summary — why and what

2.1. Why we need to amend the AMC & GM

This Decision amends ED Decision 2013/013/R in order to ensure consistency with the evolution of the regulatory framework following the publication of Regulation (EU) 2020/469⁶ as amended by Regulation (EU) 2020/1177.

The AMC will greatly facilitate the preparation of the relevant service providers for the implementation of the amended IRs by offering clear directions and possible means of compliance.

The change introduced through this Decision is explained in detail in Section 2.3 below.

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

The specific objective of this Decision is to postpone the applicability date of an existing AMC to the rules of the air reflecting the amendments introduced by Regulation (EU) 2020/1177.

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

The applicability date of AMC1 SERA.14001 is postponed as a result of the postponed applicability date of the Global Reporting Format (as of 12 August 2021) and concerns the ATC phraseologies.

⁶ 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=1586259489914&uri=CELEX:32020R0469>).

3. References

3.1. Related regulations

- Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 (OJ L 281, 13.10.2012, 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)
- Commission Implementing Regulation (EU) 2020/1177 of 7 August 2020 amending Implementing Regulation (EU) 2020/469 as regards postponing dates of application of certain measures in the context of the COVID-19 pandemic (OJ L 259, 10.8.2020, p. 12)

3.2. Affected decisions

- Executive Director Decision 2013/013/R of the Executive Director of the European Aviation Safety Agency of 17 July 2013 adopting the Acceptable Means of Compliance and Guidance Material to Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 'Acceptable Means of Compliance and Guidance Material to the rules of the air'
- Executive Director Decision 2020/007/R of 2 July 2020 issuing Acceptable Means of Compliance and Guidance Material to Commission Implementing Regulation (EU) 2020/469
-

3.3. Other reference documents

- NPA 2018-14 'Runway safety'
- Opinion No 03-2019 'Runway safety'
- ICAO Annex 14 to the Convention on International Civil Aviation 'Aerodromes', Vol I 'Aerodrome Design and Operations', 8th Edition, July 2018
- ICAO Document 4444 ATM/501, 'Procedures for Air Navigation Services: Air Traffic Management' (PANS-ATM), 16th Edition, 2016



4. Related document

- CRD 2018-14 'Runway safety'

