



CAA Decision to amend Acceptable Means of Compliance and Guidance Material pursuant to Article 76(3) UK Regulation (EU) 2018/1139

DECISION No. 42

Publication date: 18 December 2024

Decision amending Acceptable Means of Compliance (AMC) and Guidance Material (GM) for minor updates to UK Regulations (EU) 2017/373, 965/2012 and 1178/2011

Background

1. Following a review of the Acceptable Means of Compliance (AMC) and Guidance Material (GM) adopted under CAA ORS9 Decision No. 1, we have identified several minor changes required to address incorrect references to the associated assimilated law or actions that are no longer appropriate since EU Exit. The AMC and GM of the following regulations are affected:
 - a) **UK Regulation (EU) 2017/373, Air Traffic Management / Air Navigation Services GM1 ATM/ANS.OR.A.040(b) Changes — general** incorrectly references paragraph (b) of ATM/ANS.OR.A.040. The GM should reference ATM/ANS.OR.A.040(a) and therefore needs to be renumbered. The opportunity has also been taken to improve the clarity of the text.
 - b) **UK Regulation (EU) No. 965/2012, Air Operations GM1 ORO.GEN.110(c) Operator Responsibilities**, paragraph (b) incorrectly references the ICAO Training Manual, ICAO Doc 7192, which should be ICAO Doc 10106.
 - c) **UK Regulation (EU) No. 1178/2011, Aircrew, AMC1 and AMC2 FCL.720.A(b)(2)(i)** incorrectly references the relevant paragraph in the associated law. These should refer to FCL.720.A(a)(2)(ii).
 - d) **UK Regulation (EU) No. 1178/2011, Aircrew, Part-MED, AMC1 MED.A.025(e)** references actions that are no longer appropriate since EU Exit and should be deleted.

Decision:

2. The CAA, under Article 76(3) of UK Regulation (EU) 2018/1139, has decided to amend the current AMC and GM as set out in Schedules 1 to 3.

3. This Decision will remain in force unless revoked or amended by the CAA.

Definitions

4. All references to Regulations are to assimilated law pursuant to the Retained European Union Law (Revocation and Reform) Act 2023.

A handwritten signature in black ink, appearing to read 'Rob Bishton', with a long horizontal line extending to the right.

Rob Bishton
For the Civil Aviation Authority

Date of Decision: 18 December 2024

Date of Decision Coming into force: 18 December 2024

Schedule 1

Includes the Guidance Material (GM) referenced below.

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) ~~Text to be deleted is shown struck through;~~
- (b) **New text is highlighted in grey;**
- (c) ~~Text to be deleted is shown struck through~~ **followed by the replacement text which is highlighted in grey.**

UK Regulation (EU) 2017/373, Air Traffic Management / Air Navigation Services

GM1 ATM/ANS.OR.A.040(b a) Changes - general PROCEDURE FOR CHANGES NOT REQUIRING PRIOR APPROVAL

The ~~change management~~ procedure agreed by the service provider and ~~approved by the CAA competent authority in accordance with ATM/ANS.AR.C.030~~ **approved by the** may also include the process for the reaction by the service provider to an unplanned change that may arise with the need for urgent action that would normally require prior approval of the competent authority. This is the case in which the service provider responds immediately to a safety problem as required in ATM/ANS.OR.A.060 or when an emergency situation arises in which the service provider has to take immediate action to ensure the safety of the services.

Schedule 2

Includes the Guidance Material (GM) referenced below.

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) ~~Text to be deleted is shown struck through~~;
- (b) **New text is highlighted in grey**;
- (c) ~~Text to be deleted is shown struck through~~ **followed by the replacement text which is highlighted in grey.**

UK Regulation (EU) No. 965/2012, Air Operations

GM1 ORO.GEN.110(c) Operator Responsibilities

OPERATIONAL CONTROL

(a) ORO.GEN.110(c) does not imply a requirement for licensed flight dispatchers.

(b) If the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of the ICAO Manual on Flight Operations Officers/Flight Dispatchers Competency-based Training and Assessment ICAO Doc 7492 ~~10106 Training Manual~~, Part D-3. This training should be described in the operations manual.

Schedule 3

Includes the Guidance Material (GM) referenced below.

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) ~~Text to be deleted is shown struck through~~;
 - (b) **New text is highlighted in grey**;
 - (c) ~~Text to be deleted is shown struck through~~ followed by the replacement text which is highlighted in grey.
- ... No change to existing text (not shown for brevity)

UK Regulation (EU) No. 1178/2011, Aircrew

AMC1 FCL.720.A(b)(2)(i) AMC1 FCL.720.A(a)(2)(ii) Experience requirements and prerequisites for the issue of class or type ratings – aeroplanes

ADDITIONAL THEORETICAL KNOWLEDGE FOR A CLASS OR TYPE RATING FOR HIGH-PERFORMANCE SINGLE-PILOT (SP) AEROPLANES

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AMC2 FCL.720.A(b)(2)(i) AMC2 FCL.720.A(a)(2)(ii) Experience requirements and prerequisites for the issue of class or type ratings – aeroplanes

ADDITIONAL THEORETICAL KNOWLEDGE FOR A CLASS OR TYPE RATING FOR HIGH PERFORMANCE SINGLE PILOT (SP) AEROPLANES

An applicant for an additional class or type rating for a single-pilot aeroplane classified as a high performance aeroplane (HPA), who:

- (a) has held a single-pilot HPA class or type rating prior to the application of UK Regulation (EU) No 245/2014; and
- (b) has completed a competency-based modular IR(A) course according to Appendix 6 Aa or EIR course according to FCL.825; and

(c) does not fulfil the requirements of FCL.720.A ~~(b)(2)(ii) or (iii)~~ (a)(2)(ii); should pass the theoretical knowledge instruction and examination for the VFR and IFR parts of the course required in accordance with FCL.720.A. ~~(b)(2)(i)~~ (a)(2)(ii)(A).

AMC1 MED.A.025 Obligations of the AeMC, AME, GMP and OHMP

(a) If the medical examination is carried out by two or more AMEs or GMPs, only one of them should be responsible for coordinating the results of the examination, evaluating the findings with regard to medical fitness, and signing the report.

(b) The applicant should be made aware that the associated medical certificate or cabin crew report may be suspended or revoked if the applicant provides incomplete, inaccurate or false statements on their medical history to the AeMC, AME, GMP or OHMP.

(c) In cases where the AeMC or AME is required to assess the fitness of an applicant for a class 2 medical certificate in consultation with the medical assessor of the licensing authority, they should document the consultation in accordance with the procedure established by the competent authority.

(d) The AeMC, AME, GMP or OHMP should give advice to the applicant on treatment and preventive measures if, during the course of the examination, medical conditions or risk factors are identified which may endanger the medical fitness of the applicant in the future.

~~(e) When data is not being properly recorded in the European aero-medical data repository (EAMR due to unavailability of the system, the AeMCs and AMEs should enter, or correct the existing data, in the EAMR without undue delay when the system recovers.~~

(f) In case of denial or referral to the licensing authority, the AeMC, AME, GMP or OHMP should inform the applicant in writing regarding the result of the assessment in a form and manner established by the competent authority.