

**United Kingdom  
Civil Aviation Authority  
Official Record Series 9**



**CAA Decision to adopt AMC and GM for UK Reg (EU) 2017/373  
pursuant to Article 76(3) of UK Reg (EU) 2018/1139**

**DECISION No. 0058**

**Publication date: 7 January 2026**

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**Decision amending Acceptable Means of Compliance (AMC) and Guidance Material (GM)  
for UK Reg (EU) 2017/373 Annex III Subpart A regarding Occurrence Reporting by Air  
Navigation Service Providers**

**Background**

1. CAA UK-EU Transition Decision No. 1 adopted a form of Acceptable Means of Compliance ("AMC") as means by which the requirements in assimilated law, UK Regulation (EU) 2017/373, could be met. That decision also adopted Guidance Material ("GM") as non-binding explanatory and interpretation material on how to achieve the requirements in UK Reg (EU) 2017/373. The CAA has decided to adopt revised AMC and GM in respect of UK Reg (EU) 2017/373.

**Decision**

2. The CAA, under Article 76(3) of UK Regulation (EU) 2018/1139, has decided to adopt the AMC and GM attached at Schedule 1.
3. This AMC and GM supplements and/or replaces that which was adopted for UK Reg (EU) 2017/373 Annex III Subpart A regarding Occurrence Reporting by CAA UK-EU Transition Decision No. 1 dated 22 December 2020 and any subsequent decisions.
4. The AMC and GM attached at Schedule 1 comes into force on the day after the date of this Decision.
5. This Decision will remain in force unless revoked or amended by the CAA.

**Definitions**

6. All references to Regulations are to assimilated law pursuant to the Retained EU Law (Revocation and Reform) Act 2023.

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

Rob Bishton  
For the Civil Aviation Authority and the United Kingdom

Date of Decision: 06 January 2026

Date of Decision Coming into force: 07 January 2026

**Schedule 1**

**Includes the Acceptable Means of Compliance (AMC) and Guidance Material (GM) documents referenced below.**

**Text must be presented in the order in which it appears in the regulation**

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.

GM1 ATM/ANS.OR.A.065 is amended as follows:

### **GM1 ATM/ANS.OR.A.065 Occurrence reporting**

#### **GENERAL**

- (a) The reporting to the organisations defined in the ATM/ANS.OR.A.065 does not affect the need to report to other organisations with which the service provider interfaces, and which might be involved in or be affected by the reported event (e.g. other service providers involved in an occurrence, aerodrome operators, etc.).
- (b) An occurrence report may be submitted by an ATCO, Flight Information Service Officer (FISO), Air Traffic Services Assistant (ATSA) or ATSEP provided the individual had direct awareness of the event — either through physical presence or continuous system monitoring.

AMC1 ATM/ANS.OR.A.065(a) is amended as follows:

### **AMC1 ATM/ANS.OR.A.065(a) Occurrence reporting**

#### **GENERAL**

- (a) The service provider should submit all reportable occurrences as defined in Regulation (EU) No 2015/1018.
- (b) In addition to the reports required by (a), the service provider should report volcanic ash clouds, encountered by aircraft operators, for which it has become aware of.
- (c) In addition to reporting to the competent authority, a service provider should report to the organisation responsible for the design of systems and constituents, and to any other organisation that has a service reliant on those systems and constituents.

The following AMC1 ATM/ANS.OR.A.065(b) is inserted:

## AMC1 ATM/ANS.OR.A.065(b) Occurrence reporting

### GENERAL

UK legislation does not set out a clearly defined or exhaustive list of the failures of systems and constituents that service providers must report. It is therefore the responsibility of the service provider to determine which failures of systems and constituents should be reported.

GM1 ATM/ANS.OR.A.065(b) is amended as follows:

## GM1 ATM/ANS.OR.A.065(b) Occurrence reporting

### SYSTEMS AND CONSTITUENTS

(a) When determining which failures of systems and constituents are to be reported, a degree of practicality is required as it is not intended that every failure is reported. Only those that have or may have an impact on the safety of the provision of services are reported.

~~(b) When nothing is defined in European Union or national legislation, the determination of the failures of systems and constituents that need to be reported is done by the service provider and needs to be approved by the competent authority. This determination can be done as a result of an assessment of the installations or changes to the systems and constituents.~~

~~(c) The organisation responsible for the design of the systems and constituents may no longer exist or may no longer support the design. In this case, the service provider will have made arrangements to ensure that the safety of the systems and constituents can be assured by appropriate and practical means. In many cases, this means that the service provider has taken over the design responsibilities.~~

~~(d) Within the application of Regulation UK (EC) No 552/2004, the organisation responsible for the design of the constituent will be the entity that signs the Declaration of Conformity or Suitability for use. For systems and constituents which existed before the applicability date of Regulation UK (EC) No 552/2004, the service provider should identify the responsible organisation, otherwise the service provider should make appropriate arrangements.~~

(b) When determining which failures must be reported the service provider should consider the following:

- (1) The determination can be done as a result of an assessment of the installations or changes to the systems and constituents.
- (2) The following failures should be presumed reportable:
  - (i) instrument landing system category reduced, change to separation standard, or similar effect;
  - (ii) operational impact and/or impact to service provision, e.g. non-seamless loss of frequency leading to selection of alternative frequency;
  - (iii) failure occurring outside of operational hours, or failure unrelated to a maintenance activity during a maintenance task, that would have led to an operational impact and/or impact to service provision;
  - (iv) increase in pilot/ATCO workload, e.g. ATCO having to move position to maintain a service; and

- (v) occurrences where non-standard or major ATC fallbacks have been required to resolve the situation.
- (3) Where the engineering function is carried out by a third party, the service provider is responsible for determining what must be reported.
- (4) Where a failure occurs in a delegated air traffic services (ATS) area as defined in paragraph 2 of Schedule 1 to the Air Traffic Services Licence for NATS (EN ROUTE) PLC, the service provider responsible for reporting the failure is the ANSP certified to provide services in that ATS area.

The following GM2 ATM/ANS.OR.A.065(b) is inserted:

#### **GM2 ATM/ANS.OR.A.065(b) Occurrence reporting**

##### **ADDITIONAL REPORTING CONSIDERATIONS**

- (a) Even where failures as described in ATM/ANS.OR.A.065(b) neither endangered safety nor had the potential to do so, service providers are encouraged to report such failures to the organisation responsible for the design of system and constituents to enable collation of failure data and facilitate trend analysis.
- (b) Minor failures such as bulbs, fuses and power recycling, that had no effect on the provision of service are not required to be reported.

The following GM3 ATM/ANS.OR.A.065(b) is inserted:

#### **GM3 ATM/ANS.OR.A.065(b) Occurrence reporting**

##### **EQUIPMENT NO LONGER SUPPORTED**

When the organisation responsible for the design of the systems and constituents no longer exists or no longer supports the design, the service provider should make arrangements to ensure that the safety of the systems and constituents can be assured by appropriate and practical means. This may be achieved by the service provider taking over the design responsibilities.