

Commission Implementing Decision (EU) 2019/2012 of 29 November 2019 on exemptions under Article 14 of Commission Regulation (EC) No 29/2009 laying down requirements on data link services for the single European sky (Text with EEA relevance)

COMMISSION IMPLEMENTING DECISION (EU) 2019/2012

of 29 November 2019

on exemptions under Article 14 of Commission Regulation (EC) No 29/2009 laying down requirements on data link services for the single European sky

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to 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<sup>(1)</sup>, and in particular point (a) of Article 44(1) thereof,

Having regard to Commission Regulation (EC) No 29/2009 of 16 January 2009 laying down requirements on data link services for the single European sky<sup>(2)</sup>, and in particular Article 14 thereof,

Whereas:

- (1) Under Article 14 of its Regulation (EC) No 29/2009, the Commission is to examine requests submitted by the Member States for exemptions from the requirements of Article 3(2) for aircraft types/models combinations reaching the end of their production life and being produced in limited numbers and for aircraft types/models combinations for which re-engineering costs would be disproportionate due to old design.
- (2) The exemptions should maintain the objective laid down in recital (8) of Regulation (EC) No 29/2009 that at least 75 % of flights should be equipped with data link capability.
- (3) The Commission received Member States' requests for exemptions and consulted the parties concerned. Following the examination of those requests carried out by the Commission on the basis of the criteria set out in Article 14(3) of Regulation (EC) No 29/2009, exemptions should be granted.
- (4) The Commission re-examined the exemptions granted under Commission Decision C(2011) 2611 final of 20 May 2011 on exemptions under Article 14 of Regulation (EC) No 29/2009 and Commission Implementing Decision C(2011) 9074 final of 9

---

*Changes to legislation:* There are currently no known outstanding effects for the  
Commission Implementing Decision (EU) 2019/2012. (See end of Document for details)

---

December 2011 on exemptions under Article 14 of Regulation (EC) No 29/2009 on the basis of the criteria set out in Article 14(3) of Regulation (EC) No 29/2009. After consulting the parties concerned, the Commission found there was a need to consolidate those acts into a single Implementing Decision. Therefore, Decision C(2011) 2611 final and Implementing Decision C(2011) 9074 final should be repealed.

- (5) The measures provided for in this Decision are in accordance with the opinion of the Committee referred to in Article 127(1) of Regulation (EU) 2018/1139,

HAS ADOPTED THIS DECISION:

*Article 1*

The following aircraft types/models combinations shall be permanently exempted from the requirements of Article 3(2) of Regulation (EC) No 29/2009:

- (a) aircraft types/models combinations specified in Annex I;
- (b) aircraft types/models combinations specified in Annex II having the first individual certificate of airworthiness issued prior to 5 February 2020.

*Article 2*

The following aircraft types/models combinations shall be exempted from the requirements of Article 3(2) of Regulation (EC) No 29/2009 until 5 February 2022:

- (a) aircraft types/models combinations specified in Annex II having the first individual certificate of airworthiness issued on or after 5 February 2020;
- (b) aircraft types/models combinations specified in Annex III.

*Article 3*

Decision C(2011) 2611 final and Implementing Decision C(2011) 9074 final are repealed.

*Article 4*

This Decision shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Done at Brussels, 29 November 2019.

*For the Commission*

*The President*

Jean-Claude JUNCKER

---

**Changes to legislation:** There are currently no known outstanding effects for the Commission Implementing Decision (EU) 2019/2012. (See end of Document for details)

---

## ANNEX I

**EXEMPTIONS REFERRED TO IN POINT (a) OF ARTICLE 1**

Aircraft type/series/model	Manufacturer	ICAO type designator
AN-12 all	Antonov	AN12
AN-124 100	Antonov	A124
IL-76 all	Ilyushin	IL76
A300 all	Airbus	A30B A306 A3ST
A310 all	Airbus	A310
A-319/-320/-321 with a first Certificate of Airworthiness issued between 1 January 1995 and 5 July 1999 inclusive	Airbus	A319 A320 A321
A340 all	Airbus	A342 A343 A345 A346
A318-112	Airbus	A318
AVROLINER (RJ-100)	AVRO	RJ1H
AVROLINER (RJ-85)	AVRO	RJ85
BA146-301	British Aerospace	B463
B717-200	Boeing	B712
B737-300	Boeing	B733
B737-400	Boeing	B734
B737-500	Boeing	B735
B747-400	Boeing	B744
B757-200	Boeing	B752
B757-300	Boeing	B753
B767-200	Boeing	B762
B767-300	Boeing	B763
B767-400	Boeing	B764
MD-82	Boeing	MD82
MD-83	Boeing	MD83
MD-11 all	Boeing	MD11

*Changes to legislation:* There are currently no known outstanding effects for the Commission Implementing Decision (EU) 2019/2012. (See end of Document for details)

CL-600-2B19 (CRJ100/200/440)	Bombardier	CRJ1/CRJ2
Dornier 328-100	Dornier	D328
Dornier 328-300	Dornier	J328
Fokker 70	Fokker	F70
Fokker 100	Fokker	F100
King Air series (90/100/200/300)	Beechcraft	BE9L BE20 B350
Hercules L-382-G-44K-30	Lockheed	C130
SAAB 2000/SAAB SF2000	SAAB	SB20

## ANNEX II

### EXEMPTIONS REFERRED TO IN POINT (b) OF ARTICLE 1 AND POINT (A) OF ARTICLE 2

Aircraft Type/Series/Model	Manufacturer	ICAO type designator
A330 Series 200/300	Airbus	A332/A333
Global Express/5000 BD-700-1A10/1A11	Bombardier	GLEX/GL5T
CL-600-2C10 (CRJ-700)	Bombardier	CRJ7
C525C, CJ4	Cessna	C25C
C560XL (Citation XLS+)	Cessna	C56X
Falcon 2000 all	Dassault	F2TH
Falcon 900 all	Dassault	F900
EMB-500 (Phenom 100)	Embraer	E50P
EMB-505 (Phenom 300)	Embraer	E55P
EMB-135BJ (Legacy 600)	Embraer	E35L
EMB-135EJ (Legacy 650)	Embraer	E35L
EMB-145 (135/140/145)	Embraer	E135 E145, E45X
PC-12	Pilatus	PC12

---

**Changes to legislation:** There are currently no known outstanding effects for the Commission Implementing Decision (EU) 2019/2012. (See end of Document for details)

---

### ANNEX III

#### EXEMPTIONS REFERRED TO IN POINT (b) OF ARTICLE 2

Aircraft Type/Series/Model	Manufacturer	ICAO type designator
A318 (ACJ)	Airbus	A318
A319 (ACJ)	Airbus	A319
A320 (ACJ)	Airbus	A320
A321 (ACJ)	Airbus	A321
B737-700IGW (BBJ)	Boeing	B737
B737-800 (BBJ2)	Boeing	B738
B737-900ER (BBJ3)	Boeing	B739
B767-300F	Boeing	B763
ERJ 190-100ECJ	Embraer	E190

---

**Changes to legislation:** *There are currently no known outstanding effects for the Commission Implementing Decision (EU) 2019/2012. (See end of Document for details)*

---

- (1) [OJ L 212, 22.8.2018, p. 1.](#)
- (2) [OJ L 13, 17.1.2009, p. 3.](#)

**Changes to legislation:**

There are currently no known outstanding effects for the Commission Implementing Decision (EU) 2019/2012.