

ANNEX

Annex I (Definitions for terms used in Annexes II to IV) to Regulation (EU) No 139/2014 is amended as follows:

(1) Point (22) is replaced with the following:

‘(22) “instrument runway” means one of the following types of runways intended for the operation of aircraft using instrument approach procedures:

1. “non-precision approach runway”: a runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type A and a visibility not less than 1 000 m.
2. “precision approach runway, category I”: a runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) not lower than 60 m (200 ft) and either a visibility not less than 800 m or a runway visual range not less than 550 m.
3. “precision approach runway, category II”: a runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) lower than 60 m (200 ft), but not lower than 30 m (100 ft), and a runway visual range not less than 300 m.
4. “precision approach runway, category III”: a runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B to and along the surface of the runway and:
 - A. intended for operations with a decision height (DH) lower than 30 m (100 ft), or no decision height and a runway visual range not less than 175 m;
 - B. intended for operations with a decision height (DH) lower than 15 m (50 ft), or no decision height and a runway visual range less than 175 m but not less than 50 m;
 - C. intended for operations with no decision height (DH) and no runway visual range limitations.’

(2) Point (34) is replaced with the following:

‘(34) “non-instrument runway” means a runway intended for the operation of aircraft using visual approach procedures or an instrument approach procedure to a point beyond which the approach may continue in visual meteorological conditions.’