

'AMC and GM to the rules of the air — Issue 1, Amendment 2'

The Annex to Decision 2013/013/R is amended as follows:

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

- (a) deleted text is ~~struck through~~;
- (b) new or amended text is highlighted in blue;
- (c) an ellipsis [...] indicates that the rest of the text is unchanged.

AMC/GM to Cover Regulation

GM1 Article 2(12) Aerial work

GENERAL

Regulation (EU) 2017/373 and Regulation (EU) No 923/2012 define 'aerial work' in a way that is similar but not identical to the way Regulation (EU) No 965/2012 (the 'Air Operations Regulation') defines 'specialised operations'. Both definitions, 'aerial work' and 'specialised operations', are based upon the ICAO Annex 6 definitions and encompass a variety of activities that do not fall into the category of commercial air transport (CAT) operations.

In this context, it is understood that:

- (a) Unlike 'aerial work', 'specialised operations' do not include flights conducted for the purposes of search and rescue and firefighting as from the Air Operations Regulation's perspective those flights are outside the scope of the European Union Aviation Safety Agency (EASA) Basic Regulation.
- (b) Unlike 'aerial work', 'specialised operations' include (test) flights carried out by design or production organisations for the purpose of introduction or modification of aircraft types and (ferry) flights carrying no passengers or cargo where the aircraft is ferried for refurbishment, repair, maintenance checks, inspections, delivery, export or similar purposes.

GM1 Article 2(46) ATS route

GENERAL

- (a) The term 'ATS route' is used to mean variously 'airway', 'advisory route', 'controlled route' or 'uncontrolled route' (i.e. VFR routes or corridors), 'arrival or departure route', etc.
- (b) An ATS route is defined by route specifications, which include an ATS route designator, the track to or from significant points (waypoints), distance between significant points, reporting requirements and ~~as determined by the competent authority, the lowest safe altitude~~ the minimum flight altitude.

GM1 Article 2(57) Controlled aerodrome

GENERAL

The airspace associated with a controlled aerodrome is designed in compliance with the requirements in Annex XI (Part-FPD) to Regulation (EU) 2017/373.

AMC/GM to ANNEX — Rules of the air

GM1 SERA.2005 Compliance with the rules of the air

APPLICABLE LOCAL PROVISIONS

Applicable local provisions include local aerodrome regulations that are published in the relevant Aeronautical Information Publications (AIPs).

Such local aerodrome regulations may contain requirements for the operation of the aircraft transponder on the movement area of an aerodrome with the intent to ensure provision of surveillance data to the air traffic services unit providing services at the aerodrome, as well as other aerodrome units (e.g. apron management services).

GM1 SERA.3210(d)(3) Right-of-way

UNSERVICEABLE STOP BARS — CONTINGENCY MEASURES

In situations where the lit stop bars cannot be turned off because of a technical problem, the following contingency measures may, inter alia, be considered:

- (a) physically disconnecting the respective lit stop bar from its power supply;
- (b) physically obscuring the lights of the lit stop bar;
- (c) using a different route, until the malfunctioning system has been repaired.

In case of implementation of (a) or (b), a marshaller or a follow-me vehicle may need to be provided to lead the aircraft to cross the stop bar. Moreover, in case of implementation of (b), care should be exercised to ensure correct implementation of the measure to avoid misunderstandings by the flight crew.

In any case, the measures taken should not undermine the principle that a lit stop bar must not be crossed.

GM1 SERA.3210(d)(4)(ii)(B) Right-of-way

CONTROL OF PERSONS AND VEHICLES AT AERODROMES

In prescribing the **minimum** separation **method(s)** between vehicles and taxiing aircraft, the availability of lighting, markings, signals and signage should normally be taken into account.

GM1 SERA.7002(a)(1) Collision hazard information when ATS based on surveillance are provided

INFORMATION REGARDING TRAFFIC ON CONFLICTING PATH OUTSIDE CONTROLLED AIRSPACE

When an identified IFR flight operating outside controlled airspace is observed to be on a conflicting path with another aircraft, the pilot should ~~be~~, as far as practicable:

- (a) be informed ~~of the traffic~~ as to the need for collision avoidance action to be initiated, and if so requested by the pilot or if, in the opinion of the air traffic controller, the FIS officer or the AFIS officer, the situation warrants, a course of avoiding action should be suggested; and
- (b) be notified when the conflict no longer exists.

GM1 SERA.8005(a)(3) Operation of air traffic control service CLEARANCE FOR IMMEDIATE TAKE-OFF

In the interest of expediting traffic, a clearance for immediate take-off may be issued to an aircraft before it enters the runway. On acceptance of such clearance, the aircraft should taxi out to the runway and take off in one continuous movement.

GM2 SERA.8005(b) Operation of air traffic control service CLEARANCES TO FLY MAINTAINING OWN SEPARATION WHILE IN VISUAL METEOROLOGICAL CONDITIONS

- (a) If there is a possibility that flight under visual meteorological conditions may become impracticable, an IFR flight should be provided with alternative instructions to be complied with in the event that flight in visual meteorological conditions cannot be maintained for the term of the clearance.
- (b) The pilot of an IFR flight, on observing that conditions are deteriorating and considering that operation in visual meteorological conditions will become impossible, should inform air traffic control units before entering instrument meteorological conditions and should proceed in accordance with the alternative instructions given.

GM3 SERA.8005(b) Operation of air traffic control service CLEARANCES TO FLY MAINTAINING OWN SEPARATION WHILE IN VISUAL METEOROLOGICAL CONDITIONS

- (a) The provision of vertical or horizontal separation by an air traffic control unit is not applicable in respect of any specified portion of a flight cleared subject to maintaining own separation and remaining in visual meteorological conditions. It is for the aircraft so cleared to ensure, for the duration of the clearance, that it is not operated in such proximity to other flights as to create a collision hazard.

- (b) It is axiomatic that a VFR flight must remain in visual meteorological conditions at all times. Accordingly, the issuance of a clearance to a VFR flight to fly subject to maintaining own separation and remaining in visual meteorological conditions has no other object than to signify that, for the duration of the clearance, separation from other aircraft by air traffic control units is not provided.
- (c) The objectives of the air traffic control service as prescribed in ATS.TR.100 of Regulation (EU) 2017/373 do not include prevention of collision with terrain. Pilots are responsible for ensuring that any clearances issued by air traffic control units are safe in this respect. When vectoring or assigning a direct routing not included in the flight plan, which takes an IFR flight off published ATS route or instrument procedure, the procedures in ATS.TR.235(a)(5) of Regulation (EU) 2017/373 apply.

AMC1 SERA.8005(c) Operation of air traffic control service

VISUAL APPROACH

- (a) Subject to the conditions described in point (b), clearance for an IFR flight to execute a visual approach may be requested by a flight crew or initiated by the air traffic controller. In the latter case, the concurrence of the flight crew should be required.
- (b) An IFR flight should only be cleared to execute a visual approach, provided the pilot can maintain visual reference to the terrain and:
- (1) the reported ceiling is at or above the level of the beginning of the initial approach segment for the aircraft so cleared; or
 - (2) the pilot reports at the level of the beginning of the initial approach segment or at any time during the instrument approach procedure that the meteorological conditions are such that with reasonable assurance a visual approach and landing can be completed.
- (c) Except between aircraft performing successive visual approaches as described in point (d), separation should be provided between an aircraft cleared to execute a visual approach and other arriving and departing aircraft.
- (d) For successive visual approaches, separation should be maintained by the air traffic controller until the pilot of a succeeding aircraft reports having the preceding aircraft in sight. The aircraft should then be instructed to follow and maintain own separation from the preceding aircraft.
- (e) In case of aircraft performing successive visual approaches and instructed to maintain own separation as in point (d), and the distance between such aircraft is less than the appropriate wake turbulence minimum, the air traffic controller should issue a caution of possible wake turbulence.

GM1 to AMC1 SERA.8005(c) Operation of air traffic control service**VISUAL APPROACH**

The pilot-in-command of the aircraft concerned is responsible for ensuring that the spacing from a preceding aircraft of a heavier wake turbulence category is acceptable. If it is determined that additional spacing is required, the flight crew should inform the ATC unit accordingly, stating their requirements.

GM1 SERA.8005(c)(1) Operation of air traffic control service**GEOMETRIC HEIGHT INFORMATION**

Geometric height information is generated by airborne systems such as GPS or radio altimeters.

GM1 SERA.8015(e)(1) ATC clearances**CHANGE IN CLEARANCE REGARDING THE ROUTE**

The nature of the change should include a description of the route and levels to the point where it joins the previously cleared route, or, if the aircraft will not rejoin the previous route, to the destination.

GM1 SERA.9005(a)(8) Scope of flight information service**INFORMATION ON SPACE WEATHER**

When available, information on space weather phenomena that have an impact on high-frequency radio communications, communications via satellite, GNSS-based navigation and surveillance systems, and/or pose a radiation risk to aircraft occupants at flight levels within the area of responsibility of the ATS unit should be transmitted to the affected aircraft.

GM1 SERA.12020(a)(2) Exchange of air-reports**SPECIAL AND NON-ROUTINE AIR-REPORTS TO THE ASSOCIATED METEOROLOGICAL WATCH OFFICE (MWO)**

The transmission of special and non-routine air-reports to their associated MWO is to be intended with the exceptions of runway braking action encountered and wind shear air-reports.

GM1 SERA.13010(b) Pressure-altitude-derived information**ERRONEOUS LEVEL INFORMATION IN AIR TRAFFIC CONTROL SERVICE PROVISION**

[...]

GM2 SERA.13010(b) Pressure-altitude-derived information ERRONEOUS LEVEL INFORMATION IN FLIGHT INFORMATION SERVICE PROVISION

The procedures for the verification of pressure-altitude-derived displayed information in the provision of flight information service should be established by the competent authority taking into consideration GM1 ATS.TR.155(f) in EASA ED Decision 2020/008/R.

AMC1 SERA.14001 General

1. ATC PHRASEOLOGIES

1.1 General

[...]

1.1.11

AERODROME INFORMATION

Note — This information is provided for runway thirds or the full runway, as applicable.

a) ~~[(location)] RUNWAY SURFACE CONDITION RUNWAY (number) (condition)~~ [(location) RUNWAY (number) SURFACE CONDITION [CODE (three-digit number)]];

followed as necessary by:

1. ISSUED AT (date and time UTC);
2. DRY, or WET ICE, or WATER ON TOP OF COMPACTED SNOW, or DRY SNOW, or DRY SNOW ON TOP OF ICE, or WET SNOW ON TOP OF ICE, or ICE, or SLUSH, or STANDING WATER, or COMPACTED SNOW, or WET SNOW, or DRY SNOW ON TOP OF COMPACTED SNOW, or WET SNOW ON TOP OF COMPACTED SNOW, or WET, or SLIPPERY WET, OR SPECIALLY PREPARED WINTER RUNWAY, or FROST;
3. DEPTH ((depth of deposit) MILLIMETRES or NOT REPORTED);
4. COVERAGE ((number) PER CENT or NOT REPORTED);
5. AVAILABLE WIDTH (number) METRES;
6. LENGTH REDUCED TO (number) METRES;
7. DRIFTING SNOW;
8. LOOSE SAND;
9. CHEMICALLY TREATED;
10. SNOWBANK (number) METRES [LEFT, or RIGHT or LEFT AND RIGHT] [OF or FROM] CENTRE LINE;
11. TAXIWAY (identification of taxiway) SNOWBANK (number) METRES [LEFT, or RIGHT or LEFT AND RIGHT] [OF or FROM] CENTRE LINE;
12. ADJACENT SNOWBANKS;
13. TAXIWAY (identification of taxiway) POOR;
14. APRON (identification of apron) POOR;
15. Plain language remarks

[...]

e)	CAUTION (<i>specify reasons</i>) RIGHT (or LEFT), (or BOTH SIDES) OF RUNWAY [(number)];
[...]	
g)	RUNWAY REPORT AT (<i>observation time</i>) RUNWAY (number) (<i>type of precipitant</i>) UP TO (<i>depth of deposit</i>) MILLIMETRES. ESTIMATED SURFACE FRICTION GOOD (or MEDIUM TO GOOD, or MEDIUM, or MEDIUM TO POOR, or POOR;
h)	g) BRAKING ACTION REPORTED BY (<i>aircraft type</i>) AT (<i>time</i>) GOOD (or MEDIUM to GOOD TO MEDIUM, or MEDIUM, or MEDIUM to TO POOR, or POOR);
i)	h) RUNWAY (or TAXIWAY) (<i>number</i> identification of taxiway) WET [or STANDING WATER, or SNOW REMOVED (<i>length and width as applicable</i>), or CHEMICALLY TREATED, or COVERED WITH PATCHES OF DRY SNOW (or WET SNOW, or COMPACTED SNOW, or SLUSH, or FROZEN SLUSH, or ICE, or WET ICE, or ICE UNDERNEATH, or ICE AND SNOW, or SNOWDRIFTS, or FROZEN RUTS AND RIDGES or LOOSE SAND)];
j)	i) TOWER OBSERVES (<i>weather information</i>);
k)	j) PILOT REPORTS (<i>weather information</i>).
[...]	

GM1 SERA.14095(d)(3) Distress and urgency radiotelephony communication procedures

USE OF VHF EMERGENCY FREQUENCY IN CASE OF HANDLING OF DISTRESS TRAFFIC

The use of the frequency 121.500 MHz for the purpose outlined in point (d)(3) is to be avoided if it interferes in any way with the efficient handling of distress traffic.