

Draft ANNEX IV
to draft COMMISSION IMPLEMENTING REGULATION (EU) ... /...
amending Regulation (EU) 2017/373 as regards requirements for the management of
aeronautical data as well as the provision of aeronautical information services and air
traffic services

Annex IV to Regulation (EU) 2017/373 is amended as follows:

- (1) in point ATS.OR.435, point (5) of point (c) is replaced by the following:
‘(5) All facilities for direct-speech or data link communications between air traffic control units and between air traffic control units and other units described under points (b)(1) and (b)(2) shall be provided with automatic recording.’;
- (2) in point ATS.OR.435, the following point (6) is added in point (c):
‘(6) All facilities for direct-speech or data link communications between units providing flight information services, including AFIS, and between units providing flight information services, including AFIS, and other units described under points (b)(1) and (b)(2) shall be provided with automatic recording, unless otherwise prescribed by the competent authority.’;
- (3) in point ATS.OR.455, point (2) of point (a) is replaced by the following:
‘(2) recordings of data and communications, as specified in points ATS.OR.435(c)(3), (5) and (6);’;
- (4) in point ATS.TR.210, the introductory phrase of point (c) is replaced by the following:
‘(c) Except for cases of operations on parallel or near-parallel runways referred to in point ATS.TR.255, or when visual or own separation in the vicinity of aerodromes is applied, separation provided by an air traffic control unit shall be obtained by at least one of the following:’;
- (5) in point ATS.TR.220, point (b) is replaced by the following:
‘(b) The provisions in point (a) shall not apply to:
 - (1) arriving VFR flights;
 - (2) IFR flights that have requested, or have been instructed and have accepted, to maintain own separation from other aircraft.’;
- (6) in point ATS.TR.220, the following point (c) is added:
‘(c) For all cases listed in point (b), the air traffic control unit shall issue a caution of possible wake turbulence.’;
- (7) in point ATS.TR.265, point (1) of point (a) is replaced by the following:
‘(1) at the intersection of taxiways, an aircraft or vehicle on a taxiway shall not be permitted to hold closer to the other taxiway than the holding position limit defined

by intermediate holding position markings, stop bars or taxiway intersection markings, in accordance with the applicable aerodrome design specifications;’;

(8) in point ATS.TR.400, the following point (ba) is inserted:

‘(ba) The ATS provider shall maintain up to date contact details in the OPS Control Directory for flight information centres or area control centres referred to in point (b).’;

(9) in point ATS.TR.405, point (iv) of point (a)(2) is replaced by the following:

‘(iv) information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely or where the likelihood of a forced landing has not been determined;’.