

Annex I to ED Decision 2022/005/R

'GM to Annex I (Definitions for terms used in Annexes II to VIII) to Commission Regulation (EU) No 965/2012 — Issue 1, Amendment 15'

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

- deleted text is ~~struck through~~;
- new or amended text is highlighted in **blue**;
- an ellipsis '[...]' indicates that the rest of the text is unchanged.

Note to the reader

In amended, and in particular in existing (that is, unchanged) text, 'Agency' is used interchangeably with 'EASA'. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the 'European Union Aviation Safety Agency (EASA)'.

The Annex to ED Decision N° 2012/015/Directorate R of 24 October 2012 of the Executive Director of the European Aviation Safety Agency is amended as follows:

GM2 Annex I Definitions for terms used in Annexes II to VIII

ABBREVIATIONS ~~AND ACRONYMS~~

The following abbreviations ~~and acronyms~~ are used in the Annexes to this Regulation:

[...]

LED light-emitting diode

LHO local helicopter operation

LHS left-hand seat

[...]

GM28 Annex I Definitions for terms used in Annexes II to VIII

FLIGHT MONITORING AND FLIGHT WATCH — RELEVANT SAFETY INFORMATION

Relevant safety information is any element that may affect the safety of the flight, such as:

- (a) an aircraft technical failure (e.g. failures where flight operations personnel can help to calculate the landing distance or new trip fuel or to update the aerodrome minima);
- (b) unforeseen hazards:
 - (1) air traffic (e.g. delays and/or long distance to complete the approach, extensive use of radar vectoring);
 - (2) meteorological conditions (e.g. DH and aerodrome operating minima, adverse or extreme meteorological conditions);
 - (3) aerodrome and runway status (e.g. insufficient runway length due to brake failure, obstruction or closure of the runway, runway contamination, failure or malfunction caused by on-ground navigation or approach equipment);
 - (4) navigation aid status (e.g. failure of the navigation aids);
 - (5) availability of communications (e.g. failure of communications capabilities, interruptions, interferences, change of frequency channels); and
 - (6) terrain and obstacles (e.g. geophysical phenomena (volcanic eruptions, earthquakes, tsunami), difficult terrain at an unplanned aerodrome (large bodies of water, mountains));
- (c) updates of the operational flight plan when they affect the fuel reserves:
 - (1) diversion to an en route alternate (ERA) aerodrome, a destination alternate, or a take-off alternate aerodrome;

- (2) change of the runway selected for landing if the new runway is shorter;
 - (3) location of the decision point or the point of no return (PNR) due to, for instance, change in altitude, in wind data, etc.;
 - (4) significant in-flight change of the flight route compared to the route in the flight planning; or
 - (5) significant deviation from the planned fuel consumption; and
- (d) position reporting:
- (1) flight-monitoring personnel should report in every phase of the flight: taxi, take-off, climb, cruise, cruise steep climb, descent, approach, landing;
 - (2) flight watch provides active tracking; and
 - (3) where no real-time automatic position-reporting is possible, the operator should have an acceptable alternative to ensure in-flight reporting at least every hour.

GM29 Annex I Definitions for terms used in Annexes II to VIII

FUEL/ENERGY

The energy used for aircraft propulsion comes from various sources and is of various types.

A frequently used type of energy in aviation is derived from processing (in a piston or turbine engine) hydrocarbon-based fuels that include gasoline (leaded or unleaded), diesel, avgas, JET A-1, and JET B. Hydrogen may also be used as fuel for fuel cell applications, which generate electricity that is used to generate propulsion. However, as current technologies already use other sources of energy for aircraft propulsion, such as stored electrical energy, the typical term 'fuel' has become restrictive and no longer covers emerging technologies.

Therefore, a broader, combined term is introduced to accommodate new types of energy, other than fuel, used for aircraft propulsion purposes.

The term 'fuel/energy' should cater for both typical fuel and any other type or source of energy used for aircraft propulsion, including but not limited to electrical energy stored in batteries.

When used in the combination 'fuel/energy', the term 'energy' only refers to the electrical energy used for aircraft propulsion purposes. It does not include any other form of stored electrical energy that is used on board an aircraft (e.g. batteries of EFBS, ELTs, underwater locating devices (ULDs), automatic external defibrillators (AEDs), or backup energy sources).

GM30 Annex I Definitions for terms used in Annexes II to VIII**FUEL/ENERGY EN ROUTE ALTERNATE (ERA) AERODROME**

Fuel/energy ERA aerodromes could be used in the following cases:

- (a) 'fuel ERA aerodrome critical scenario': that aerodrome is used when additional fuel is required at the most critical point along the route to comply with point (c)(6) of point CAT.OP.MPA.181 'Fuel/energy scheme — fuel/energy planning and in-flight re-planning policy — aeroplanes';
- (b) 'fuel ERA aerodrome 3 %': that aerodrome is used when an operator reduces the contingency fuel to 3 %; and
- (c) 'fuel ERA aerodrome PNR': that aerodrome is used at the PNR during isolated aerodrome operations.