

Acceptable Means of Compliance and Guidance Material to the Annex to Regulation (EU) No 923/2012 — Issue 1, Amendment 8

Annex to ED Decision 2025/012/R

‘AMC & GM to the rules of the air — Issue 1, Amendment 8’

This document shows deleted, new or amended text as follows:

- 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)’.

GM1 SERA.5001 (***)(b) VMC visibility and distance from cloud minima

FLIGHT VISIBILITY — MANNED VCA

Until sufficient safety data related to operations with manned VCA is available, manned VCA should not be operated with less than 1 500 m flight visibility.

GM1 SERA.11012 Minimum fuel/energy and fuel/energy emergency

The declaration by the pilot of ~~MINIMUM FUEL~~ minimum fuel/energy using the phrase 'MINIMUM FUEL' informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing, and any change to the existing clearance may result in landing with less than the planned final reserve fuel/energy. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.

GM2 SERA.11015 Interception

[...]

3. Guidance of an intercepted aircraft

[...]

3.3 In the exceptional case where an intercepted civil aircraft is required to land in the territory overflown, care must also be taken that:

- (a) the designated aerodrome is suitable for the safe landing of the aircraft type concerned, especially if the aerodrome is not normally used for civil air transport operations;
- (b) the surrounding terrain is suitable for circling, approach and missed approach manoeuvres;
- (c) the intercepted aircraft has sufficient fuel/energy remaining to reach the aerodrome;
- (d) if the intercepted aircraft is a civil transport aircraft, the designated aerodrome has a runway with a length equivalent to at least 2 500 m at MSL and a bearing strength sufficient to support the aircraft; and
- (e) whenever possible, the designated aerodrome is one that is described in detail in the relevant AIP.

[...]

GM2 SERA.13001(c) Operation of an SSR transponder

AIRCRAFT WITHOUT SUFFICIENT ELECTRICAL POWER

This exemption addresses aircraft (e.g. sailplanes) that have electrical power supply only for the operation of on-board equipment, supporting notably communication, navigation and surveillance, which is not sufficient for the permanent operation of the SSR transponder.

Aircraft whose engines are electrically powered are not subject to this exemption since their certification provides for sufficient electrical power supply to cover both aircraft propulsion and other on-board supporting systems.

Appendix 1 to AMC1 SERA.14001 General

1. ATS PHRASEOLOGIES

[...]

1.1.3 Minimum fuel/energy

...indication of minimum
fuel/energy

*Note. — A flight
information service (FIS)
unit will not provide
information on delay.*

*a) MINIMUM FUEL;

b) ROGER [NO DELAY EXPECTED or EXPECT
(delay information)].

‘*’ denotes pilot transmission.

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[...]

GM1 SERA.14095(c)(1)(ii)(F) Distress and urgency radiotelephony communication procedures

Any other useful information may consist of information such as but not limited to remaining aircraft endurance/fuel/energy, number of persons on board, possible presence of hazardous materials and the nature thereof, aircraft colour/markings, survival aids, etc., and may also be transmitted in situation of distress.