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Annex 1 to EASA Opinion No 02/2023

COMMISSION IMPLEMENTING REGULATION (EU) .../...

of **XXX**

amending Commission Regulation (EU) No 923/2012 as regards the updates of relevant ICAO provisions, the completion of the loss of radio communication failure procedure and the removal of the Supplement to the Annex

COMMISSION IMPLEMENTING REGULATION (EU) .../...

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THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 551/2004 of the European Parliament and of the Council of 10 March 2004 on the organisation and use of the airspace in the single European Sky ⁽¹⁾, and in particular Article 4 thereof,

Having regard to the Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 ⁽²⁾, and in particular Articles 44 and 90(3) thereof,

Whereas:

- (1) Article 4 of Regulation (EC) No 551/2004 requires the Commission to adopt implementing rules on rules of the air and on the uniform application of airspace classification.
- (2) Commission Regulation (EU) No 923/2012 ⁽³⁾ lays down the common rules of the air and operational provisions regarding services and procedures in air navigation that are applicable to general air traffic (the so-called rules of the air).
- (3) Commission Regulation (EU) No 923/2012 should support and complement rules related to the provision of air traffic services contained in Annex 10 Volume II and Annex 11 to the Chicago Convention, International Civil Aviation Organization ('ICAO') Doc 4444 (PANS-ATM) and the common requirements for providers of air traffic management/air navigation services ('ATM/ANS') and other air traffic management network functions ('ATM network functions') for general air traffic and their oversight laid down in Commission Regulation (EU) 2017/373 ⁽⁴⁾.

¹ [OJ L 96, 31.3.2004, p. 20.](#)

² [OJ L 212, 22.8.2018, p. 1.](#)

³ Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 ([OJ L 281, 13.10.2012, p. 1](#)).

⁴ Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 ([OJ L 62, 8.3.2017, p. 1](#)).

- (4) Amendment 45 to Annex 2, Amendments 77-79 to Annex 3, Amendment 92 to Annex 10 Volume II, Amendment 52 to Annex 11, Amendments 7-9 to Doc 4444 (PANS-ATM) and amendments to Doc 7030 (Regional Supplementary Procedures) shall be reflected in the SERA regulatory framework.
- (5) The necessary measures for the transposition of ICAO provisions into Union law so as to establish common European procedures on communication failures shall be taken.
- (6) Considering the obligations of the Agency to provide information on the compliance of Regulation (EU) 2018/1139 and of the delegated and implementing acts adopted on the basis thereof and of the measure taken by the Agency under Regulation (EU) 2018/1139 with the international standards and recommended practices through a repository defined by Article 74 of Regulation (EU) 2018/1139, in accordance with Article 90(4) of Regulation (EU) 2018/1139 in order to support the Member States in the monitoring of compliance with the Chicago Convention and international standards and recommended practices under Article 38 of the Chicago Convention, the maintenance of the Supplement to the Annex of this Regulation is no longer needed and therefore it should be deleted.
- (7) Commission Regulation (EU) No 923/2012 should also be aligned with Commission Regulations (EU) No 965/2012 ⁽⁵⁾ and (EU) No 139/2014 ⁽⁶⁾, in order to ensure a consistent approach to regulating civil aviation safety.
- (8) Therefore, Commission Regulation (EU) No 923/2012 should be amended accordingly.
- (9) The industry and the competent authorities of the Member States should be given sufficient time to adapt to the measures introduced by this Regulation.
- (10) The requirements laid down in this Regulation are based on Opinion 02/2023 of the European Union Aviation Safety Agency, in accordance with Article 75(2) points (b) and (c) and Article 76(1) of Regulation (EU) 2018/1139.
- (11) The requirements laid down in this Regulation are in accordance with the opinion of the Committee for the application of common safety rules in the field of civil aviation established by Article 127 of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

Implementing Regulation (EU) No 923/2012 is amended as follows:

- (1) Article 2 is amended as follows:
 - (a) points 1, 21, 89a and 119 are replaced by the following:
 1. “data accuracy” means a degree of conformance between the estimated or measured value and the true value;
 - 21 “AIRMET” means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and of the development of those phenomena in time and space, and

⁵ Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council ([OJ L 296, 25.10.2012, p. 1](#)).

⁶ Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council ([OJ L 44, 14.2.2014, p. 1](#)).

which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof;

89a “instrument approach operations” means an approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:

- (a) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and
- (b) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance;

119 “SIGMET” means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere which may affect the safety of aircraft operations and of the development of those phenomena in time and space;’

(b) the following points 148, 149, 150 and 151 are added:

‘148. “meteorological watch office (MWO)” means an office monitoring meteorological conditions affecting flight operations and providing information concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere which may affect the safety of aircraft operations within its specified area of responsibility;

149 ‘runway condition report (RCR)’ means a comprehensive standardised report relating to the conditions of the runway surface and their effect on the aeroplane landing and take-off performance, described by means of runway conditions code;

150 ‘communicable disease’ means an infectious disease caused by a contagious agent which is transmitted from person to person by direct contact with an infected individual or by indirect means such as exposure to a vector, animal, fomite, product or environment, or exchange of fluid, which is contaminated with the contagious agent;

151 ‘public health’ means all elements related to health, namely health status, including morbidity and disability, the determinants having an effect on that health status, health care needs, resources allocated to health care, the provision of, and universal access to, health care as well as health care expenditure and financing, and the causes of mortality;’;

(2) Article 3 is replaced by the following:

Article 3

Compliance

The Member States shall ensure compliance with the common rules and provisions set out in the Annex to this Regulation without prejudice to the flexibility provisions contained in Article 71 of Regulation (EU) 2018/1139 and the safeguards contained in Article 13 of Regulation (EC) No 549/2004.’;

(3) Article 5 is replaced by the following:

Article 5

Differences

1. Further to the entry into force of this Regulation and at the latest by the date of its applicability, the Member States shall formally notify ICAO that all previously notified differences with respect to ICAO Standards and Recommended Practices that are covered by this Regulation are withdrawn, with the exception of those relating to essential security and defence policy interests of the Member States in accordance with Article 13 of Regulation (EC) No 549/2004.
 2. In accordance with Annex 15 to the Chicago Convention, each Member State shall publish through its aeronautical information publication the significant differences notified to ICAO in accordance with Article 90(4) of Regulation (EU) 2018/1139, as well as any other provisions necessitated by local air defence and security considerations in accordance with paragraph 1 of this Article.’;
- (4) Article 10 is amended as follows:
- (a) the title is amended as follows:
‘Amendments to Regulations (EC) No 1033/2006 and (EU) No 255/2010’;
 - (b) paragraphs 1, 3, 4, and 6 are deleted;
- (5) the Annex is amended in accordance with the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the [...] day following that of its publication in the *Official Journal of the European Union*.

It shall apply from [...] (12 months after its entry into force).

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels,

For the Commission
The President
[...]

ANNEX

The Annex to Implementing Regulation (EU) No 923/2012 is amended as follows:

- (1) the following new point SERA.3212 is inserted:

‘SERA.3212 Uncertainty as to the position on the manoeuvring area at aerodromes where air traffic services are provided

 - (a) Except as provided for in point (b), a pilot in doubt as to the position of the aircraft with respect to the manoeuvring area shall immediately:
 - (1) stop the aircraft; and
 - (2) simultaneously notify the appropriate air traffic services unit of the circumstances (including the last known position).
 - (b) In those situations where a pilot is in doubt as to the position of the aircraft with respect to the manoeuvring area, but recognises that the aircraft is on a runway, the pilot shall immediately:
 - (1) notify the appropriate air traffic services unit of the circumstances (including the last known position);
 - (2) if able to locate a nearby suitable taxiway, vacate the runway as expeditiously as possible, unless otherwise instructed by the air traffic services unit; and then,
 - (3) stop the aircraft.
 - (c) A vehicle driver in doubt as to the position of the vehicle with respect to the manoeuvring area shall immediately:
 - (1) notify the appropriate air traffic services unit of the circumstances (including the last known position);
 - (2) simultaneously, unless otherwise instructed by the air traffic services unit, vacate the landing area, taxiway, or other part of the manoeuvring area, to a safe distance as expeditiously as possible; and then,
 - (3) stop the vehicle.’;
- (2) in point SERA.4005, point (a)(14) is replaced by the following:

‘(14) Emergency and survival equipment, including ballistic parachute recovery system’;
- (3) in point SERA.5005, the introductory phrase of point (b) is replaced by the following:

‘Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit, when the reported meteorological conditions at that aerodrome are below the following minima:’;
- (5) point SERA.5010 is amended as follows:
 - (a) the introductory phrase of the point is replaced by the following:

‘Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when otherwise permitted by the competent authority for helicopters in special cases such as, but not limited to, police, medical, search and rescue operations and firefighting flights, the following additional conditions shall apply:’;

- (b) the introductory phrase of point (c) is replaced by the following:
 - ‘(c) an air traffic control unit shall not issue a special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic circuit within a control zone, when the reported meteorological conditions at that aerodrome are below the following minima:’;
- (6) point SERA.8015 is amended as follows:
 - (a) the following new points (b)(2) and (b)(3) are inserted and the subsequent numbering is amended accordingly:
 - ‘(2) When a flight plan specifies that the initial portion of a flight will be uncontrolled, and that the subsequent portion of the flight will be subject to air traffic control service, the flight crew shall obtain the clearance from the appropriate ATC unit prior to entering the area where controlled flight will be commenced.
 - (3) When a flight plan specifies that the initial portion of a flight will be subject to air traffic control service, and that the subsequent portion will be uncontrolled, the aircraft shall normally be cleared to the point at which the controlled flight terminates.’;
 - (b) the new point (b)(4) is replaced by the following:
 - ‘(4) The pilot-in-command of an aircraft shall inform the air traffic control unit if an air traffic control clearance is not satisfactory. In such cases, the air traffic control unit will issue an amended clearance, if practicable.’;
 - (c) points (d)(3) and (d)(4) are replaced by the following:
 - ‘(3) route of flight:
 - (i) the route of flight shall be detailed in each clearance when deemed necessary;
 - (ii) the phrase ‘cleared flight planned route’ shall not be used when granting a re-clearance;
 - (4) level or levels of flight for the entire route or part thereof and changes of levels if required;’;
 - (d) the following new points (e)(5) and (e)(6) are inserted:
 - ‘(5) Vehicle drivers operating or intending to operate on the manoeuvring area shall read back to the air traffic controller safety-related parts of instructions which are transmitted by voice, e.g. instructions to enter, hold short of, cross and operate on any operational runway or taxiway.
 - (6) The controller shall listen to the read-back to ascertain that the instruction has been correctly acknowledged by the vehicle driver and shall take immediate action to correct any discrepancies revealed by the read-back.’;
- (7) point SERA.8020 is amended as follows:
 - (a) the introductory phrase of point (b) is replaced by the following:
 - ‘(b) Deviations from the current flight plan. In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:’;

- (b) points (b)(2) and (b)(3) are replaced by the following:
 - ‘(2) Deviation from the air traffic control assigned Mach number/indicated airspeed: the appropriate air traffic services unit shall be informed immediately.
 - (3) Deviation from Mach number/true airspeed: if the sustained Mach number/true airspeed at cruising level varies by plus or minus Mach 0.02 or more, or plus or minus 19 km/h (10 kt) true airspeed or more from the current flight plan, the appropriate air traffic services unit shall be so informed.’;
- (c) the following new point (b)(4) is inserted and the subsequent numbering is amended accordingly:
 - ‘(4) Change in time estimate: except where ADS-C is activated and serviceable in airspace where ADS-C services are provided, if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, changes in excess of 2 minutes from that previously notified to air traffic services, or such other period of time as is prescribed by the competent authority, the flight crew shall notify the appropriate air traffic services unit as soon as possible.’;
- (d) the following new point (c)(3) is inserted:
 - ‘(3) Change of Mach number/true airspeed: aircraft identification; requested Mach number/true airspeed.’;
- (8) point SERA.8025 is amended as follows:
 - (a) point (a)(3) is deleted;
 - (b) the following new points (b) and (c) are added:
 - ‘(b) With due regard to requirements in SERA.14065 for communications change over, the position report shall contain the following elements:
 - (1) aircraft identification;
 - (2) position;
 - (3) time;
 - (4) speed, if assigned by ATC; and
 - (5) other elements as instructed by ATC.
 - (c) ‘The elements described in point (b) shall be reported as described in Appendix 5, Point A, Chapter 2 - Detailed Reporting Instructions.’;
- (9) in point SERA.8035, point (b) is replaced by the following:
 - ‘(b) If a communication failure precludes compliance with point (a), the procedures on communication failures shall be followed, as specified in SERA.14083.’;
- (10) point SERA.9010 is amended as follows:
 - (a) points (b)(8) and (c)(8) are replaced by the following:
 - ‘(8) runway surface conditions.’;
 - (b) point (d)(7) is replaced by the following:
 - ‘(7) surface conditions of runway(s) to be used for take-off.’;

- (11) point SERA.12020 is amended as follows:
- (a) point (a) is replaced by the following:
 - ‘(a) Air traffic services units shall transmit, as soon as practicable, special and non-routine air-reports to:
 - (1) other aircraft concerned;
 - (2) the associated meteorological watch office (MWO) in accordance with point 3 of Appendix 5; and
 - (3) other air traffic services units concerned.’;
 - (b) the following new point (b) is inserted and the subsequent point is renumbered accordingly:
 - ‘(b) When receiving special air-reports by voice communications concerning braking action which does not correspond to the runway condition report, air traffic services units shall forward them without delay to the appropriate aerodrome operator.’;
 - (c) the new point (c) is replaced by the following:
 - ‘(c) Transmissions to aircraft shall be repeated at a frequency and continued for a period of time which shall be determined by the air traffic services unit concerned.’;
- (12) the title of Section 13 is replaced by the following:
‘Section 13 SSR transponder and ADS-B transmitters’;
- (13) point SERA.13015 is amended as follows:
- (a) the title is replaced by the following:
‘SERA.13015 On-board aircraft identification setting’;
 - (b) points (a), (b) and the introductory phrase of point (c) are replaced by the following:
 - ‘(a) Aircraft equipped with a Mode S or ADS-B transmitter that has an aircraft identification feature shall transmit the aircraft identification as specified in the flight plan or, when no flight plan has been filed, the aircraft registration, unless the aircraft operator holds an approval from the competent authority to use other than the aircraft registration as aircraft identification for flights without a flight plan.
 - (b) Whenever it is observed on the situation display that the aircraft identification transmitted by an aircraft equipped with a Mode S or ADS-B transmitter is different from that expected from the aircraft, the pilot shall be requested to confirm and, if necessary, re-enter the correct aircraft identification.
 - (c) If, following confirmation by the pilot that the correct aircraft identification has been set on the Mode S or ADS-B transmitter identification feature, the discrepancy continues to exist, the air traffic services unit shall take the following actions:’;
- (14) in point SERA.14035, point (a)(1) is replaced by the following:
‘(1) All numbers used in the transmission of aircraft call sign, headings, wind direction and speed, and runway shall be transmitted by pronouncing each digit separately.

- (i) Flight levels shall be transmitted by pronouncing each digit separately, except for the case of flight levels in whole hundreds.
- (ii) The altimeter setting shall be transmitted by pronouncing each digit separately, except for the case of a setting of 1 000 hPa, which shall be transmitted as 'ONE THOUSAND'.
- (iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word 'THOUSAND'.';

(15) in point SERA.14045, the following new point (c) is inserted:

'(c) The expression 'TAKE-OFF' shall only be used in radiotelephony when an aircraft is cleared for take-off or when cancelling a take-off clearance.';

(16) point SERA.14065 is amended as follows:

(a) the introductory phrase of point (a) and its point (2) are replaced by the following:

'(a) Unless otherwise prescribed by the ANSP responsible for the provision of services and approved by the competent authority, the initial call to an air traffic services unit after a change of the air-ground voice communication channel shall contain the following elements:

[...]

(2) call sign, immediately followed by the word 'Heavy' or 'Super' corresponding, as appropriate, to the wake turbulence category of the aircraft;';

(b) point (c)(2) is replaced by the following:

'(2) call sign, immediately followed by the word 'Heavy' or 'Super' corresponding, as appropriate, to the wake turbulence category of the aircraft;';

(17) the following new point SERA.14083 is inserted as follows:

'SERA.14083 Radio communication failure procedures

(a) When an aircraft is unable to comply with SERA.8035, point (a), the flight crew shall attempt to establish contact on the previous channel used and, if not successful, on another channel appropriate to the route. If these attempts fail, the flight crew shall attempt to establish communication with:

- (1) the appropriate air traffic services unit;
- (2) other air traffic services units; or
- (3) other aircraft,

using all available means, including, inter alia, data link, satellite voice and mobile phones and, when successful, advise that contact on the assigned channel could not be established.

(b) When an expected communication from an aircraft has not been received within a time period such that the occurrence of a communication failure is suspected, or

when requested by other air traffic services units, the air traffic controller shall call the aircraft on the frequencies on which the aircraft is believed to be listening, and:

- (1) when providing surveillance service, the air traffic controller shall normally determine whether or not the aircraft's receiver is functioning, and if successful, continue providing air traffic control service using SSR code/ADS-B transmission changes or IDENT transmissions to obtain acknowledgement of clearances issued to the aircraft;
 - (2) if not successful, the air traffic control unit shall:
 - (i) request other air traffic services units to render assistance by calling the aircraft and relaying messages, if necessary;
 - (ii) request aircraft on the route to attempt to establish communication with the aircraft and relay messages, if necessary;
 - (iii) initiate the notification to the aircraft operator, as soon as possible, of any failure in air-ground communication;
 - (3) if the attempts described in points (2)(i) and (2)(ii) fail, blind transmission of air traffic control clearances shall not be made to aircraft, except at the specific request of the originator. Other messages should be transmitted by blind transmission on the frequencies on which the aircraft is believed to be listening.
- (c) When an aircraft is unable to comply with SERA.8035, point (a) and the attempts described in point (a) to establish communications are not successful, the radio communication failure procedures described below shall be applied:
- (1) The aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for instructions as may be issued by visual signals.
 - (2) The aircraft shall set the transponder on Mode A Code 7600 and/or set the ADS-B transmitter to indicate the loss of air-ground communications and comply with the procedures described in points (3), (4), (5) and (6), as appropriate.
 - (3) A VFR flight shall continue to fly in visual meteorological conditions, land at the nearest suitable aerodrome, and report its arrival by the most expeditious means to the appropriate air traffic services unit.
 - (4) Except as provided for in point (5), an IFR flight shall:
 - (i) maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following:
 - (A) the aircraft's failure to make a required report; or
 - (B) the time the transponder is set to 7600 and/or the appropriate ADS-B emergency and/or urgency mode is transmitted if surveillance service is provided,and thereafter adjust level and speed in accordance with the filed flight plan as amended by delay and modification messages to the filed flight plan;
 - (ii) when being vectored or having been directed by ATC to proceed offset using area navigation (RNAV):

- (A) with a specified limit, continue to that limit, then rejoin the last received and acknowledged route, taking into consideration the applicable minimum flight altitude; or
 - (B) without a specified limit, rejoin the last received and acknowledged route no later than the next significant point, taking into consideration the applicable minimum flight altitude;
 - (iii) proceed according to the last received and acknowledged route clearance to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with point (iv) below, hold over this aid or fix until commencement of descent;
 - (iv) commence descent from the navigation aid or fix specified in point (iii) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival;
 - (v) complete an instrument approach procedure as specified for the designated navigation aid or fix; and
 - (vi) land, if possible, within 30 minutes after the estimated time of arrival specified in point (iv) or the last acknowledged expected approach time, whichever is later.
- (5) An IFR flight following a standard instrument departure route or a standard instrument arrival route shall comply with the procedures for radio communication failure specified on the Standard Departure Chart - Instrument (SID) or Standard Arrival Chart - Instrument (STAR), when provided.
 - (6) If an IFR flight encounters visual meteorological conditions and the pilot-in-command decides to continue to fly in visual meteorological conditions, the pilot shall set Mode A Code 7601, land at the nearest suitable aerodrome, and report arrival by the most expeditious means to the appropriate air traffic services unit.
- (d) The provision of air traffic control service to flights operating in the airspace concerned shall be based on the premise that an aircraft experiencing communication failure complies with point (c).
 - (e) As soon as it is known that an aircraft operating in its area of responsibility is experiencing an apparent radio communication failure, an air traffic control unit shall forward information concerning the radio communication failure to all air traffic services units concerned along the route of flight. The area control centre in whose area the destination aerodrome is located shall take steps to obtain information on the alternate aerodrome(s) and other relevant information specified in the filed flight plan, if such information is not available.
 - (f) When an air traffic control unit receives information that an aircraft, after experiencing a communication failure, has re-established communication or has landed, that unit shall inform the air traffic control unit in whose area the aircraft was operating at the time the failure occurred, and other air traffic services units

concerned along the route of flight, giving necessary information for the continuation of control if the aircraft continues its flight.

- (g) The signals used in case of communication failure shall be in accordance with Appendix 1.’;
- (18) point SERA.14087 is deleted;
- (19) point SERA.14090 is amended as follows:
 - (a) point (a) is replaced by the following:
 - ‘(a) Movement of vehicles
Phraseologies for the movement of vehicles on the manoeuvring area shall be the same as those used for the movement of aircraft, with the exception of taxi instructions, in which case the word ‘PROCEED’ shall be substituted for the word ‘TAXI’ when communicating with vehicles.’;
 - (b) point (c) is replaced by the following:
 - ‘(c) Indication of heavy and super wake turbulence categories
In the initial radiotelephony contact between such aircraft and ATS units the word ‘heavy’ or ‘super’ corresponding, as appropriate, to the wake turbulence category of the aircraft, shall be included immediately after the aircraft call sign.’;
 - (c) point (d) is replaced by the following:
 - ‘(d) Procedures related to weather deviation
 - (1) When weather deviation is required, the pilot shall initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:
 - (i) stating ‘WEATHER DEVIATION REQUIRED’ to indicate that priority is desired on the frequency and for ATC response; or
 - (ii) requesting a weather deviation using a CPDLC lateral downlink message.
 - (2) When necessary, the pilot shall initiate communications using the urgency call ‘PAN PAN’ (preferably spoken three times) or by using a CPDLC urgency downlink message.
 - (3) The pilot shall notify the air traffic controller and request clearance to deviate from track or ATS route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means are appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
 - (4) The pilot shall inform the air traffic controller when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.’;
 - (d) the following new point (e) is added:
 - ‘(e) Clearances on standard instrument departure and standard instrument arrival
Clearances on SID and/or STAR shall unambiguously indicate the constraints, where applicable.’;

(20) the following new point SERA.14100 is added:

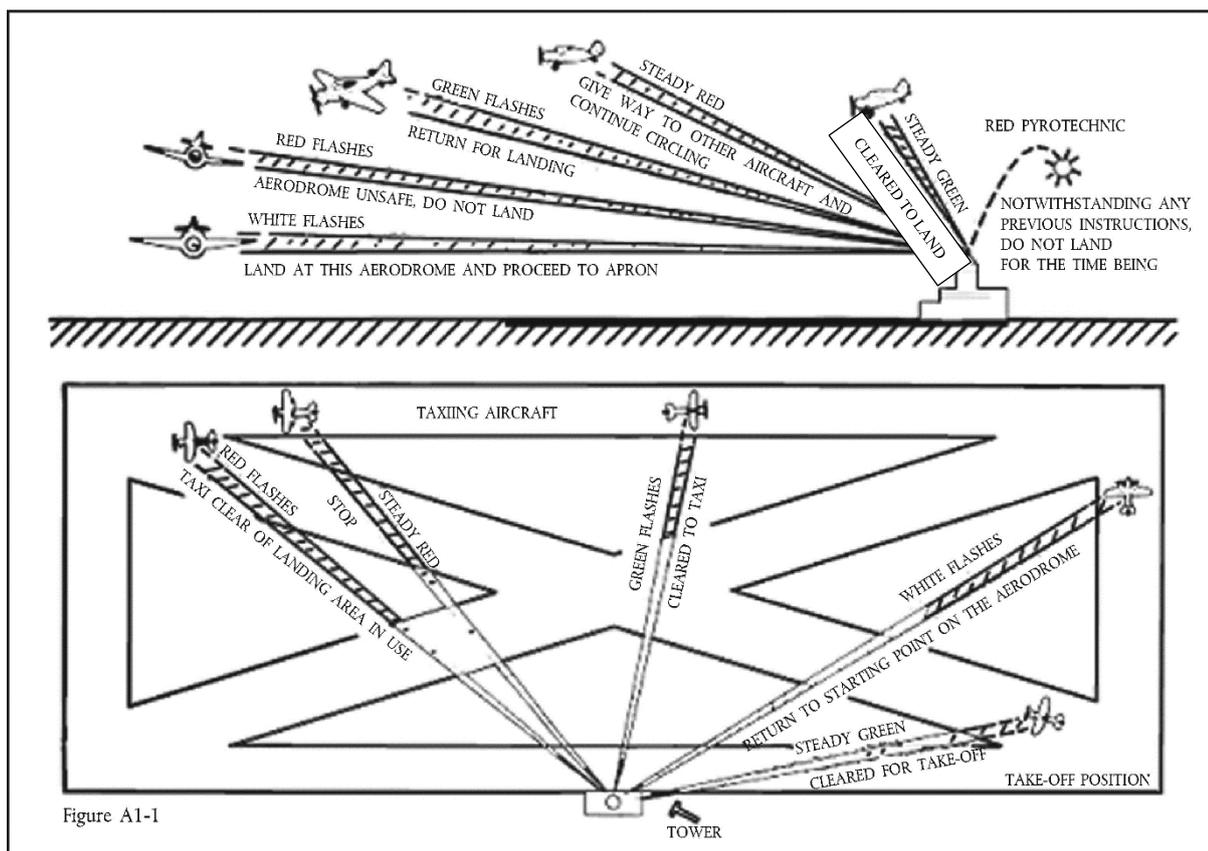
‘SERA.14100 Notification of suspected communicable diseases or other public health risk on board an aircraft

- (a) The flight crew of an en-route aircraft shall, upon identifying a suspected case(s) of a communicable disease, or other public health risk, on board the aircraft, promptly notify the air traffic services unit with which the pilot is communicating, the information listed below:
 - (1) aircraft identification;
 - (2) departure aerodrome;
 - (3) destination aerodrome;
 - (4) estimated time of arrival;
 - (5) number of persons on board;
 - (6) number of suspected cases on board; and
 - (7) nature of the public health risk, if known.
- (b) The air traffic services unit, upon receipt of information from a pilot regarding a suspected case(s) of a communicable disease, or other public health risk, on board the aircraft, shall forward a message as soon as possible to the air traffic services unit serving the destination/departure, unless procedures exist to notify the appropriate authority designated by the State and the aircraft operator or its designated representative.
- (c) When a report of a suspected case(s) of a communicable disease, or other public health risk, on board an aircraft is received by an air traffic services unit serving the destination/departure, from another air traffic services unit or from an aircraft or an aircraft operator, the unit concerned shall forward a message as soon as possible to the public health authority or the appropriate authority designated by the State as well as the aircraft operator or its designated representative, and the aerodrome operator.’;

(21) Appendix 1 is amended as follows:

- (a) point (a) of 1.2.1 is replaced by the following:
 - ‘(a) a signal made by radiotelegraphy or by any other signalling method consisting of the group SOS (... — — — ... in the Morse Code);’;
- (b) the title of point 3.1.1 is replaced by the following:

‘3.1.1. Instructions for aircraft’;
- (c) Figure A1-1 is replaced by the following:



(d) the following new point 3.1.3 is inserted:

‘3.1.3. Instructions for ground vehicles or pedestrians

- (a) When communications by a system of visual signals is deemed to be adequate, or in the case of radio communication failure, the signals given hereunder shall have the meaning indicated in the table below.

Light signal from aerodrome control	Meaning
Green flashes	Permission to cross landing area or to move onto taxiway
Steady red	Stop
Red flashes	Move off the landing area or taxiway and watch out for aircraft
White flashes	Vacate manoeuvring area in accordance with local instructions

- (b) In emergency conditions or if the signals in point (a) are not observed, the signal given hereunder shall be used for runways or taxiways equipped with a lighting system and shall have the meaning indicated in the table below.

Light signal from aerodrome control	Meaning
Flashing runway or taxiway lights	Vacate the runway and observe the tower for light signal’;

(22) Appendix 2 is amended as follows:

(a) point 5.3.1 is replaced by the following:

‘5.3.1. The operator shall notify the appropriate air traffic services unit immediately when it is known that the intended flight of a medium or heavy unmanned free balloon, previously notified in accordance with paragraph 5.1, has been cancelled.’;

(23) Appendix 5 is amended as follows:

(a) the MODEL AIREP SPECIAL table is amended as follows:

ITEM	PARAMETER	TRANSMIT IN TELEPHONY as appropriate
—	Message-type designator — special air-report	[AIREP] SPECIAL

Section 1	1	Aircraft identification	<i>(aircraft identification)</i>	
	2	Position	POSITION <i>(latitude and longitude)</i> OVER <i>(significant point)</i> ABEAM <i>(significant point)</i> <i>(significant point) (bearing) (distance)</i>	
		3	Time	<i>(time)</i>
		4	Level	FLIGHT LEVEL <i>(number)</i> or <i>(number)</i> METRES or FEET CLIMBING TO FLIGHT LEVEL <i>(number)</i> or <i>(number)</i> METRES or FEET DESCENDING TO FLIGHT LEVEL <i>(number)</i> or <i>(number)</i> METRES or FEET
	5	Next position and estimated time over	<i>(position) (time)</i>	
	6	Ensuring significant point	<i>(position)</i> NEXT	
Section 2	7	Estimated time of arrival	<i>(aerodrome) (time)</i>	
	8	Endurance	ENDURANCE <i>(hours and minutes)</i>	
Section 3	9	Phenomenon encountered or observed prompting a special air-report: — Moderate turbulence — Severe turbulence — Moderate icing — Severe icing — Severe mountain wave — Thunderstorms without hail — Thunderstorms with hail — Heavy dust/sandstorm — Volcanic ash cloud	TURBULENCE MODERATE TURBULENCE SEVERE ICING MODERATE ICING SEVERE MOUNTAIN WAVE SEVERE THUNDERSTORMS THUNDERSTORMS WITH HAIL DUSTSTORM or SANDSTORM HEAVY VOLCANIC ASH CLOUD	

	<ul style="list-style-type: none"> — Pre-eruption volcanic activity or volcanic eruption 	<p>PRE-ERUPTION VOLCANIC ACTIVITY <i>or</i> VOLCANIC ERUPTION</p>
	<p>Runway braking action</p> <ul style="list-style-type: none"> • Good • Good to medium • Medium • Medium to poor • Poor • Less than poor 	<p>GOOD GOOD TO MEDIUM MEDIUM MEDIUM TO POOR POOR LESS THAN POOR</p>

(b) the following reporting requirements are added at the end of point 2.1 in Section 3:

- ‘— Good braking action as ‘BRAKING ACTION GOOD’
- Good to medium braking action as ‘BRAKING ACTION GOOD TO MEDIUM’
- Medium braking action as ‘BRAKING ACTION MEDIUM’
- Medium to poor braking action as ‘BRAKING ACTION MEDIUM TO POOR’
- Poor braking action as ‘BRAKING ACTION POOR’
- Less than poor braking action as ‘BRAKING ACTION LESS THAN POOR’

The following specifications apply:

Good — Braking deceleration is normal for the wheel braking effort applied, and directional control is normal.

Good to medium — Braking deceleration or directional control is between good and medium.

Medium — Braking deceleration is noticeably reduced for the wheel braking effort applied, or directional control is noticeably reduced.

Medium to poor — Braking deceleration or directional control is between medium and poor.

Poor — Braking deceleration is significantly reduced for the wheel braking effort applied, or directional control is significantly reduced.

Less than poor — Braking deceleration is minimal to non-existent for the wheel braking effort applied, or directional control is uncertain.’;

(c) the list in point 2.1 referring to Item 9 in Section 3 of the report is amended as follows:

‘Item 9 — PHENOMENON PROMPTING A SPECIAL AIR-REPORT. Record the phenomenon reported as follows:

- moderate turbulence as ‘TURB MOD’,
- severe turbulence as ‘TURB SEV’,
- moderate icing as ‘ICE MOD’,
- severe icing as ‘ICE SEV’,
- severe mountain wave as ‘MTW SEV’,
- thunderstorm without hail as ‘TS’,
- thunderstorm with hail as ‘TSGR’,

- heavy sandstorm as ‘HVY SS’,
- heavy duststorm as ‘HVY DS’,
- volcanic ash cloud as ‘VA CLD’,
- pre-eruption volcanic activity or a volcanic eruption as ‘VA’,
- hail as ‘GR’,
- cumulonimbus clouds as ‘CB’.
- TIME TRANSMITTED. Record only when Section 3 is transmitted.’;

(24) the Supplement to the Annex is deleted.