Transport Malta, Luqa Airport, Luqa LQA 3290 Malta. Tel:+356 2555 5665 Fax:+356 2123 9278 info.tm@transport.gov.mt www.transport.gov.mt

Commission Implementing Regulation No 2016/1185 of 20th July 2016 amending Commission Implementing Regulation No 923/2012 of 26th September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation (SERA Part C) repealing Regulation (EC) No 730/2006

Background Information

Commission Implementing Regulation No 923/2012, referred to also as the Standardised European Rules of the Air (SERA), lays down the common rules of the air and operational provisions regarding services and procedures in air navigation.

The initial development of this regulation was conducted in two phases. The first phase, Part A, encompassed ICAO Annex 2, "Rules of the Air", while phase two focused on the transposition and integration of Annex 11, "Air Traffic Services" into one regulation. SERA Part A and Part B was adopted by the Commission through Regulation (EU) No 923/2012 of 26th September 2012.

SERA Part C was the last step in this phased approach in the SERA-IR development process focusing on 'Procedures', whereas Part A and B addressed 'Generalities' and 'Services' respectively.

SERA Part C was adopted, through Regulation (EU) No 2016/1185 of 20th July 2016. This concluded the process in harmonising the full set of European rules of the air

Objective of this Notice

The provisions and requirements of SERA Part C will become applicable on October 12, 2017, **however** due to certain requirements and urgent amendments which include changes to SERA provisions and to retain consistency with Air-Operations Regulation (EU) No 965/2012 and ACAS Rule (1332/2011), some changes are effective as of **18th August 2016.**

This date, which was intentionally selected to coincide with the AIRAC date of 18th August 2016, made it impossible to promulgate these changes to the AIP by this AIRAC date. This was due to the late publication of Regulation (EU) No 1185/2016.

In view of this, a NOTAM has been published to inform, direct and make stakeholders aware of the new set of requirements and amendments. The attached Annex presents a gap analysis between the SERA Regulation (EU) No 923/2012 and amendments brought about by Regulation (EU) No 2016/1185 which amend this regulation and are effective as of 18th August 2016.

Promulgation of changes in the AIP

The AIP will be updated to reflect these changes as soon as practicable.

Transport Malta

SERA 923/2012 Part A and B (Current)	SERA Part 'C' introducing amended /new provisions effective 18 August 2016
Article 1 **3.** This Regulation shall also apply to the Competent Authorities of the Member States, Air Navigation Service Providers and the relevant ground personnel engaged in aircraft operations.	**Article 1 is amended as follows:** **(a) paragraph 3 is replaced by the following:** '3. This Regulation shall also apply to the competent authorities of the Member States, air navigation service providers, aerodrome operators and ground personnel engaged in aircraft operations.'; **(b) the following paragraph 4 is added:** '4. This Regulation shall not apply to model aircraft and toy aircraft. However, Member States shall ensure that national rules are established to ensure that model aircraft and toy aircraft are operated in such a manner as to minimise hazards related to civil aviation safety, to persons, property or other aircraft.'.
38. 'alternate aerodrome' means an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing. Alternate aerodromes include the following: (a) 'take-off alternate' means an alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure; (b) 'en-route alternate' means an aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en route; (c) 'ETOPS en-route alternate' means a suitable and appropriate	**point 38 is replaced by the following:** '38. "alternate aerodrome" means an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing, where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following: (a) take-off alternate: an alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure; (b) en-route alternate: an alternate aerodrome at which an

alternate aerodrome at which an aeroplane would be able to land after experiencing an engine shutdown or other abnormal or emergency condition while en route in an ETOPS operation; (d) 'destination alternate' means an alternate aerodrome to which an aircraft may proceed should it become either impossible or inadvisable to land at the aerodrome of intended landing;	aircraft would be able to land in the event that a diversion becomes necessary while en route; (c) destination alternate: an alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing;';
	the following point 89a is inserted: '89a. "instrument approach operation" 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.';
90. Instrument approach procedure (IAP) (a) Non-precision approach (NPA) procedure means an instrument approach procedure which utilises lateral guidance but does not utilise vertical guidance. (b) Approach procedure with vertical guidance (APV) means an instrument procedure which utilises lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations. (c) Precision approach (PA) procedure means an instrument approach procedure using precision lateral and vertical guidance with minima as determined by the category of operation;	**points (a), (b) and (c) of point 90 are replaced by the following:** '(a) non-precision approach (NPA) procedure. An instrument approach procedure designed for 2D instrument approach operations Type A. (b) approach procedure with vertical guidance (APV). A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A. (c) precision approach (PA) procedure. An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS Cat I) designed for 3D instrument approach operations Type A or B;';

	the following points 95a and 95b are inserted: '95a. "model aircraft" means an unmanned aircraft, other than toy aircraft, having an operating mass not exceeding limits prescribed by the competent authority, that is capable of sustained flight in the atmosphere and that is used exclusively for display or recreational activities; 95b. "mountainous area" means an area of changing terrain profile where the changes of terrain elevation exceed 900 m (3 000 ft) within a distance of 18,5 km (10,0 NM);';
	the following point 129a is inserted: '129a. "toy aircraft" means an unmanned aircraft designed or intended for use, whether or not exclusively, in play by children under 14 years of age;'.
Article 4 1. At the request of the entities conducting the following activities, the competent authorities may grant exemptions from the specific requirements of this Regulation to those entities for the following activities of public interest and for the training necessary to carry out the activities safely:	**Article 4 is amended as follows:** (a) in paragraph 1, the introductory phrase is replaced by the following: '1. The competent authorities may, either on their own initiative or based on applications by the entities concerned, grant exemptions to individual entities or to categories of entities from any of the requirements of this Regulation for the following activities of public interest and for the training necessary to carry out those activities safely:'; (b) in paragraph 3, the following subparagraph is inserted at the end of that paragraph: 'This Article shall also be without prejudice to helicopter operating minima contained in the specific approvals granted by the competent authority, pursuant to Annex V to Commission Regulation (EU) No 965/2012 (*). (*) 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).';"
	Regulation (EC) No 730/2006 is repealed.
SERA.2001 Subject Applicability Without prejudice to SERA.1001 above, this Regulation shall apply in accordance with Article 1 in particular to airspace users and aircraft: (a) operating into, within or out of the Union; (b) bearing the nationality and registration marks of a Member State of the Union, and operating in any airspace to the extent that they do not conflict with the rules published by the State having jurisdiction over the territory overflown. This Regulation shall also apply to the Competent Authorities of the Member States, Air Navigation Service Providers and the relevant ground personnel engaged in aircraft operations.	**'SERA.2001 Subject** Without prejudice to SERA.1001 above, this annex addresses, in accordance with Article 1, in particular airspace users and aircraft: (a) operating into, within or out of the Union; (b)bearing the nationality and registration marks of a Member State of the Union, and operating in any airspace to the extent that they do not conflict with the rules published by the State having jurisdiction over the territory overflown. This annex addresses also the actions of the Competent Authorities of the Member States, Air Navigation Service Providers (ANSP), aerodrome operators and the relevant ground personnel engaged in aircraft operations.';
SERA.3215(a) (2) navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights; or (3) in the case of balloons, position lights.	**point SERA.3215(a) is amended as follows:** **(a)point (2) is replaced by the following:** '(2)except for balloons, navigation lights intended to indicate the relative path of the aircraft to an observer. Other lights shall not be displayed if they are likely to be mistaken for these lights.'; **(b) point (3) is deleted;**
SERA.4001 (d) A flight plan for any flight planned to operate across international borders or to be provided with air traffic control service or air traffic advisory service shall be submitted at least sixty minutes before departure, or, if submitted during flight, at a time which will ensure its	**in point SERA.4001(d), the introductory phrase is replaced by the following:** 'Unless a shorter period of time has been prescribed by the competent authority for domestic VFR flights, a flight plan for any flight planned to operate across international borders or to be provided with air traffic control service or air traffic advisory service shall be submitted at least

receipt by the appropriate air traffic services unit at least ten minutes before the aircraft is estimated to reach:	60 minutes before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate ATS unit at least 10 minutes before the aircraft is estimated to reach:';
SERA.5001, Table S5-1 (b) Helicopters may be permitted to operate in less than 1 500 m but not less than 800 m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision. Flight visibilities lower than 800 m may be permitted for special cases, such as medical flights, search and rescue operations and fire-fighting.	**in point SERA.5001, Table S5-1, the footnote (***) to the table, point (b) is replaced by the following:** '(b)helicopters may be permitted to operate in less than 1 500 m but not less than 800 m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.';
SERA.5005 (ii) except as specified in (c)(4), the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply; (iii) in airspace classes B, C, D, E, F and G, at and below 900 m (3 000 ft) above MSL or 300 m (1 000 ft) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; (3)(iv) for helicopters in airspace classes F and G at and below 900 m (3 000 ft) above MSL or 300 m (1 000 ft) above terrain, whichever is the higher, flight visibility shall not be less than 3 km, provided that the pilot maintains continuous sight of the surface and if manoeuvred at a speed that will give adequate opportunity to observe other traffic or obstacles in time to avoid collision; and (v) for mountainous terrain, higher VMC visibility and distance from cloud minima may be prescribed by the competent authority;	**point SERA.5005 is amended as follows:** **(a)point (c) is amended as follows:** **(i) points (3)(ii) and (3)(iii) are replaced by the following:** '(ii)the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply; (iii)in airspace classes B, C, D, E, F and G, at and below 900 m (3 000 ft) AMSL or 300 m (1 000 ft) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; and'; **point (3)(iv) is deleted;** **point (3)(v) is replaced by the following:** '(v)for mountainous area, higher VMC visibility and distance from cloud minima may be prescribed by the competent authority;';

(4) ceiling, visibility and distance from cloud minima lower than those specified in (3) may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting; (d) Unless authorised by the competent authority in accordance with Regulation (EC) No 730/2006, VFR flights shall not be operated: (1) above FL 195; (2) at transonic and supersonic speeds.	**point (4) is deleted;** **point (d) is replaced by the following:** '(d)VFR flights shall not be operated: (1)at transonic and supersonic speeds unless authorised by the competent authority; (2)above FL 195. Exceptions to this requirement are the following: (i)an airspace reservation has been established, where practical, by the Member States, in which VFR flights may be allowed; or (ii)airspace up to and including flight level 285, when VFR traffic in that airspace has been authorised by the responsible ATS unit in accordance with the authorisation procedures established by the Member States and published in the relevant aeronautical information publication.';
SERA.5010 Special VFR in control zones Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:	**point SERA.5010 is replaced by the following:** 'Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, police, medical, search and rescue operations and fire-fighting flights, the following additional conditions shall be applied:

(a) by the pilot: (1) clear of cloud and with the surface in sight; (2) the flight visibility is not less than 1 500 m or, for helicopters, not less than 800 m; (3) at speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and (b) by ATC: (1) during day only, unless otherwise permitted by the competent authority; (2) the ground visibility is not less than 1 500 m or, for helicopters, not less than 800 m; (3) the ceiling is not less than 180 m (600 ft).	such special VFR flights may be conducted during day only, unless (a)otherwise permitted by the competent authority; (b)by the pilot: (1) clear of cloud and with the surface in sight; (2)the flight visibility is not less than 1 500 m or, for helicopters, not less than 800 m; (3)fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and (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 zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima: (1)the ground visibility is less than 1 500 m or, for helicopters, less than 800 m; (2) the ceiling is less than 180 m (600 ft).’;
SERA.6001 Classification of airspaces Member States shall, as appropriate to their needs, designate airspace in accordance with the following airspace classification and in accordance with Appendix 4: (a) Class A. IFR flights only are permitted. All flights are provided with air traffic control service and are separated from each other. Continuous air-ground voice communications are required for all flights. All flights shall be subject to ATC clearance.	**point SERA.6001 is replaced by the following:** **‘SERA.6001 Classification of airspaces** (a)Member States shall designate airspace in accordance with the following airspace classification and in accordance with Appendix 4: (1)Class A. IFR flights only are permitted. All flights are provided with air traffic control service and are separated from each other. Continuous air- ground voice communications are required for all flights. All flights shall be subject to ATC clearance.

(b) Class B. IFR and VFR flights are permitted. All flights are provided with air traffic control service and are separated from each other. Continuous air-ground voice communications are required for all flights. All flights shall be subject to ATC clearance.	(2)Class B. IFR and VFR flights are permitted. All flights are provided with air traffic control service and are separated from each other. Continuous air- ground voice communications are required for all flights. All flights shall be subject to ATC clearance.
(c) Class C. IFR and VFR flights are permitted. All flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights and traffic avoidance advice on request. Continuous air-ground voice communications are required for all flights. For VFR flights a speed limitation of 250 kts indicated airspeed (IAS) applies below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.	(3)Class C. IFR and VFR flights are permitted. All flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights and traffic avoidance advice on request. Continuous air-ground voice communications are required for all flights. For VFR flights a speed limitation of 250 kts indicated airspeed (IAS) applies below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.
(d) Class D. IFR and VFR flights are permitted and all flights are provided with air traffic control service. IFR flights are separated from other IFR flights, receive traffic information in respect of VFR flights and traffic avoidance advice on request. VFR flights receive traffic information in respect of all other flights and traffic avoidance advice on request. Continuous air-ground voice communications are required for all flights and a speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.	(4)Class D. IFR and VFR flights are permitted and all flights are provided with air traffic control service. IFR flights are separated from other IFR flights, receive traffic information in respect of VFR flights and traffic avoidance advice on request. VFR flights receive traffic information in respect of all other flights and traffic avoidance advice on request. Continuous air-ground voice communications are required for all flights and a speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.
(e) Class E. IFR and VFR flights are permitted. IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information, as far as is practical. Continuous air-ground voice communications are required for IFR flights. A speed	(5)Class E. IFR and VFR flights are permitted. IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information, as far as is practical. Continuous air-ground voice communications are required for IFR

limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All IFR flights shall be subject to ATC clearance. Class E shall not be used for control zones. (f) Class F. IFR and VFR flights are permitted. All participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested. Continuous air-ground voice communications are required for IFR flights participating in the advisory service and all IFR flights shall be capable of establishing air-ground voice communications. A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. ATC clearance is not required. (g) Class G. IFR and VFR flights are permitted and receive flight information service if requested. All IFR flights shall be capable of establishing air-ground voice communications. A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. ATC clearance is not required. (h) Implementation of Class F shall be considered as a temporary measure until such time as it can be replaced by alternative classification.	flights. A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons cannot maintain this speed. All IFR flights shall be subject to ATC clearance. Class E shall not be used for control zones. (6)Class F. IFR and VFR flights are permitted. All participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested. Continuous air-ground voice communications are required for IFR flights participating in the advisory service and all IFR flights shall be capable of establishing air-ground voice communications. A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons cannot maintain this speed. ATC clearance is not required. (7)Class G. IFR and VFR flights are permitted and receive flight information service if requested. All IFR flights shall be capable of establishing air- ground voice communications. A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons cannot maintain this speed. ATC clearance is not required. (8)Implementation of Class F shall be considered as a temporary measure until such time as it can be replaced by an alternative classification.

SERA.8020 (3) Deviation from the requirements in (2) shall be notified to the	**point SERA.8020(a)(3) is replaced by the following:** '(3)Deviation from the requirements in point (1) shall be notified to the

appropriate air traffic services unit.	appropriate ATS unit.’;
SERA.8020(b) (3) Change in time estimate: if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of 3 minutes from that notified to air traffic services, or such other period of time as is prescribed by the competent authority or on the basis of ICAO regional air navigation agreements, a revised estimated time shall be notified as soon as possible to the appropriate air traffic services unit.	**point SERA.8020(b)(3) is replaced by the following:** ‘(3)Change in time estimate: if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of 2 minutes from that notified to ATS or such other period of time as prescribed by the competent authority, a revised estimated time shall be notified as soon as possible to the appropriate ATS unit.’;
SERA.8035 (b) The Member States shall comply with the appropriate provisions on communication failures as have been adopted under the Chicago Convention. The Commission shall propose common European procedures by 31 December 2015 at latest, for implementation of the said ICAO provisions in Union law.	**point SERA.8035(b) is replaced by the following:** ‘(b)The Member States shall comply with the appropriate provisions on communication failures as have been adopted under the Chicago Convention. The Commission shall take the necessary measures for the transposition of those provisions into Union law so as to establish common European procedures on communication failures by 31 December 2017 at the latest.’;
SERA.9010 b (12) surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers; (13) visibility and, when applicable, RVR (1);	**point SERA.9010 is amended as follows:** **(a)points (b)(12) and (b)(13) are replaced by the following:** ‘(12)surface wind direction (in degrees magnetic) and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers; (13)visibility and, when applicable, RVR (*) and, if visibility/RVR

	sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;
(c) (12) surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers; (13) visibility and, when applicable, RVR (1);	**points (c)(12) and (c)(13) are replaced by the following:** '(12)surface wind direction (in degrees magnetic) and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers; (13)visibility and, when applicable, RVR (**) and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;
(d) (11) surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers; (12) visibility and, when applicable, RVR (1);	**points (d)(11) and (d)(12) are replaced by the following:** '(11)surface wind direction (in degrees magnetic) and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers; (12)visibility and, when applicable RVR (***) and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;

SERA.11010 In-flight contingencies (b)(i) advise the aircraft of its position and corrective action to be taken. This advice shall be immediately provided when ATS is aware that there is a possibility of interception or other hazard to the safety of the aircraft; and	**point SERA.11010 is amended as follows:** (a) the title is replaced by the following: 'SERA.11010 Strayed or unidentified aircraft'; (b)**point (a)(3)(i) is replaced by the following:** '(i)advise the aircraft of its position and the corrective action to be taken. This advice shall be immediately provided when the ATS unit is aware that there is a possibility of interception or other hazard to the safety of the aircraft; and';
	'SERA.11014 ACAS resolution advisory (RA) (a)ACAS II shall be used during flight, except as provided in the minimum equipment list specified in Commission Regulation (EU) No 965/2012 (****) in a mode that enables RA indications to be produced for the flight crew when undue proximity to another aircraft is detected. This shall not apply if inhibition of RA indication mode (using traffic advisory (TA) indication only or equivalent) is called for by an abnormal procedure or due to performance-limiting conditions. (b)In the event of an ACAS RA, pilots shall: (1)respond immediately by following the RA, as indicated, unless doing so would jeopardise the safety of the aircraft; (2)follow the RA even if there is a conflict between the RA and an ATC

	instruction to manoeuvre; (3) not manoeuvre in the opposite sense to an RA; (4)as soon as possible, as permitted by flight crew workload, notify the appropriate ATC unit of any RA which requires a deviation from the current ATC instruction or clearance; (5) promptly comply with any modified RAs; (6)limit the alterations of the flight path to the minimum extent necessary to comply with the RAs; (7)promptly return to the terms of the ATC instruction or clearance when the conflict is resolved; and (8) notify ATC when returning to the current clearance. (c)When a pilot reports an ACAS RA, the controller shall not attempt to modify the aircraft flight path until the pilot reports "CLEAR OF CONFLICT". (d)Once an aircraft departs from its ATC clearance or instruction in compliance with an RA, or a pilot reports an RA, the controller ceases to be responsible for providing separation between that aircraft and any other aircraft affected as a direct consequence of the manoeuvre induced by the RA. The controller shall resume responsibility for providing separation to all the affected aircraft when: (1)the controller acknowledges a report from the flight crew that the aircraft has resumed the current clearance; or (2)the controller acknowledges a report from the flight crew that the aircraft is resuming the current clearance and issues an alternative clearance which is acknowledged by the flight crew.

'Understood'	**in point SERA.11015(e), Table S11-3 is amended as follows:** (a)the text in the cell 'Meaning' corresponding to phrase 'WILCO', is replaced by the following: 'Understood, will comply'; (b)in the cell below the phrase 'WILCO', the phrase 'Will comply' is deleted;
Appendix 1 3.2.4. Closed runways or taxiways 3.2.4.1. Crosses of a single contrasting colour, yellow or white (Figure A1-6), displayed horizontally on runways and taxiways or parts thereof indicate an area unfit for movement of aircraft.	**Appendix 1 is amended as follows:** **in point 3.2.4.1, the text is replaced by the following:** '3.2.4.1.Crosses of a single contrasting colour, white on runways and yellow on taxiways (Figure A1-6), displayed horizontally on runways and taxiways or parts thereof indicate an area unfit for movement of aircraft.';
Appendix 2 5.1.3. Any changes in the pre-launch information notified in accordance with paragraph 5.1 shall be forwarded to the air traffic services unit concerned not less than 6 hours before the estimated time of launch, or in the case of solar or cosmic disturbance investigations involving a critical time element, not less than 30 minutes before the estimated time of the commencement of the operation.	**in Appendix 2, point 5.1.3 is replaced by the following:** '5.1.3.Any changes in the pre-launch information notified in accordance with point 5.1.2 shall be forwarded to the ATS unit concerned not less than 6 hours before the estimated time of launch, or in the case of solar or cosmic disturbance investigations involving a critical time element, not less than 30 minutes before the estimated time of the commencement of the operation.';
Appendix 4 VFR/VFR traffic information (and traffic avoidance on request) IFR/VFR and VFR/VFR traffic information (and traffic avoidance on request)	**in Appendix 4, the table is amended as follows:** (a)in column 'Service provided', in the cell for airspace class C, VFR type of flight, point (2) is replaced by the following: '(2)Air traffic control service, VFR/VFR traffic information (and traffic avoidance advice on request)', (b)in column 'Service provided', in the cell for airspace class D, the text concerning VFR type of flight is replaced by the following: 'Air traffic control service, IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice on request)';