ADDED – New text added.

REVISED – Updated text.

REMOVED – Text not longer valid and replaced by new revised text.

REVISED	'AIRMET information' means information issued by a meteorological watch
Article 2	office concerning the occurrence or expected occurrence of specified en-
Definitions	route weather phenomena which may affect the safety of low-level aircraft
21	operations and of the development of those phenomena in time and space,
	and which was not already included in the forecast issued for low-level
	flights in the flight information region concerned or sub-area thereof;
	[applicable from 1 May 2025 – Regulation (EU) 2024/404]
REMOVED	'AIRMET information' means information issued by a meteorological watch
Article 2	office concerning the occurrence or expected occurrence of specified en-
Definitions	route weather phenomena which may affect the safety of low-level aircraft
21	operations and of the development of those phenomena in time and space,
	and which was not already included in the forecast issued for low-level
	flights in the flight information region concerned or sub-area thereof;
	[applicable from 1 May 2025 – Regulation (EU) 2024/404]
REVISED	'rotorcraft' means a power-driven, heavier-than-air aircraft that depends
Article 2	principally for its support in flight on the lift generated by up to two rotors;
Definitions	[applicable from 1 May 2025 – Regulation (EU) 2024/1111]
85	
	85a. 'helicopter' means a type of rotorcraft supported in flight chiefly by the
	reactions of the air on up to two power-driven rotors on substantially vertical
	axes;
	85b. 'vertical take-off and landing (VTOL)-capable aircraft (VCA)' means a
	power-driven, heavier than-air aircraft, other than aeroplane or rotorcraft,
	capable of performing vertical take-off and landing by means of lift and
	thrust units used to provide lift during take-off and landing; [applicable from
	1 May 2025 – Regulation (EU) 2024/1111]
REMOVED	'helicopter' means a heavier-than-air aircraft supported in flight chiefly by
Article 2	the reactions of the air on one or more powerdriven rotors on substantially
Definitions	vertical axes; [applicable until 30 April 2025 – Regulation (EU) 2021/666]
85	
REVISED	'instrument approach operations' means an approach and landing using
Article 2	instruments for navigation guidance based on an instrument approach
Definitions	procedure. There are two methods for executing instrument approach
89a.	operations: (a) (b) a two-dimensional (2D) instrument approach operation,
	using lateral navigation guidance only; and a three-dimensional (3D)
	instrument approach operation, using both lateral and vertical navigation
	guidance; [applicable from 1 May 2025 – Regulation (EU) 2024/404]
REMOVED	'instrument approach operation' means an approach and landing using
Article 2	instruments for navigation guidance based on an instrument approach
Definitions	procedure. There are two methods for executing instrument approach
89a.	operations: (a) (b) a two-dimensional (2D) instrument approach operation,
	using lateral navigation guidance only; and a three-dimensional (3D)
	instrument approach operation, using both lateral and vertical navigation
	guidance; Japplicable until 30 April 2025 – Regulation (EU) 2021/6661

NEW	'minimum fuel' means a term used to describe a situation in which an							
Definitions	committed to land at a specific aerodrome and no additional delay can be							
94a.	accepted; [applicable from 1 May 2025 – Regulation (EU) 2024/1111]							
REMOVED	'minimum fuel' means a term used to describe a situation in which an							
Article 2	aircraft's fuel supply has reached a state where the flight is committed to							
Definitions	and at a specific aerodrome and no additional delay can be accepted;							
94a.	applicable until 30 April 2025 – Regulation (EU) 2021/666]							
REVISED	'SIGMET' means information issued by a meteorological watch office							
Article 2	concerning the occurrence or expected occurrence of specified enroute							
Definitions	weather and other phenomena in the atmosphere which may affect the							
119.	safety of aircraft operations and of the development of those phenomena in							
	time and space; [applicable from 1 May 2025 – Regulation (EO) 2024/404]							
REMOVED	'SIGMET information' means information issued by a meteorological watch							
Article 2	office concerning the occurrence or expected occurrence of specified							
Definitions	enroute weather phenomena which may affect the safety of aircraft							
119.	operations; [applicable until 30 April 2025 – Regulation (EU) 2021/666]							
ADDED	'meteorological watch office (MWO)' means an office monitoring							
Article 2	meteorological conditions affecting flight operations and providing							
Definitions	information concerning the occurrence or expected occurrence of specified							
149, 150,151	enroute weather and other phenomena in the atmosphere which may affect							
	the safety of aircraft operations within its specified area of responsibility;							
	[applicable from 1 May 2025 – Regulation (EU) 2024/404]							
	'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; [applicable from 1 May 2025 – Regulation (EO) 2024/404]							
	'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; [applicable from 1 May 2025 –							
	Regulation (EU) 2024/404]							
	(nublic boolth' means all elements related to boolth, nomely boolth status							
	public health means all elements related to health, hamely health status,							
	health status, health care peads, 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							
	[applicable from 1 May 2025 – Regulation (EU) 2024/404]							
REVISED	(a) Air traffic advisory service does not afford the degree of							
GM1 Article	(a) All traine advisory service does not allold the degree of							
2(27) Air	traffic control (ATC) service in respect of the avoidance of							
traffic	collisions, since the information regarding the disposition							
advisory	of traffic in the area concerned available to the unit							
service	providing air traffic advisory service may be incomplete.							
	(b) Air traffic services units providing air traffic advisory service:							

	(1)	advise the aircraft to depart at the time specified and to cruise at the levels indicated in the flight plan if it does not foresee any conflict with other known traffic;
	(2)	suggest to aircraft a course of action by which a potential hazard may be avoided, giving priority to an aircraft already in advisory airspace over other aircraft desiring to enter such advisory airspace; and
	(3)	pass to aircraft traffic information comprising the same information as that prescribed for area control service.
	[applicable	from 1 May 2025 – ED Decision 2024/007/R]
REMOVED GM1 Article 2(27) Air traffic advisory service	(1)	suggest to aircraft a course of action by which a potential hazard may be avoided, giving priority to an aircraft already in advisory airspace over other aircraft desiring to enter such advisory airspace; and
	(2)	<i>pass</i> to aircraft traffic information comprising the same information as that prescribed for area control service.
	[applicable	until 30 April 2025 – ED Decision 2016/023/R]
REVISED Article 3 Compliance	The Member and provisic prejudice to Regulation (13 of Regula [applicable	r States shall ensure compliance with the common rules ons set out in the Annex to this Regulation without to the flexibility provisions contained in Article 71 of EU) 2018/1139 and the safeguards contained in Article tion (EC) No 549/2004. from 1 May 2025 – Regulation (EU) 2024/404]
REMOVED Article 3 Compliance	The Member and provisic prejudice to Regulation Article 13 of	r States shall ensure compliance with the common rules ons set out in the Annex to this Regulation without the flexibility provisions contained in Article 14 of the (EC) No 216/2008 and the safeguards contained in Regulation (EC) No 549/2004.
	[applicable	until 30 April 2025 – Regulation (EU) 923/2012]
REVISED Article 6 Monitoring	Further to the shall estable permanent p	he entry into force of this Regulation, the Commission ish, with the support of Eurocontrol and EASA, a process:
amendment s	(a) to en frame releva monit	sure that any amendments adopted under the work of the Chicago Convention which are of ance with respect to the scope of this Regulation are cored and analysed; and

	(b) where necessary, to develop proposals for amendments to the Annex to this Regulation.
	[applicable from 1 May 2025 – Regulation (EU) 2024/404]
REMOVED Article 6 Monitoring of amendment s	 Further to the entry into force of this Regulation, the Commission shall establish, with the support of Eurocontrol and EASA, a permanent process: (a) to ensure that any amendments adopted under the framework of the Chicago Convention which are of relevance with respect to the scope of this Regulation are monitored and analysed; and (b) where necessary, to develop proposals for amendments to the Annex to this Regulation. The provisions of this Regulation relating to the withdrawal and notification of differences and publication in the Aeronautical Information Publication and Article 7 regarding amendments to the Annex shall apply as appropriate. <i>[applicable until 30 April 2025 – Regulation (EU) 923/2012]</i>
ADDED GM1 Article 9 Safety requirement s	SAFETY ASSESSMENT The safety assessment of the implementation plan should be maintained by the Member State after the issue of any amendment to this Regulation to identify any hazard, assess the risks and mitigate them before implementing the changes to the previously applied procedures. [applicable from 1 May 2025 – ED Decision 2024/007/R]
REVISED SERA.2010 Responsibili ties	 (b) Pre-flight action Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel/energy requirements and an alternative course of action if the flight cannot be completed as planned. [applicable from 1 May 2025 – Regulation (EU) 2024/1111]
REMOVED SERA.2010 Responsibili ties	(b) Pre-flight action Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR

	flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel/energy requirements and an alternative course of action if the flight cannot be completed as planned. [applicable from 1 May 2025 – Regulation (EU) 2024/1111]		
ADDED GM3 SERA.3105 Minimum heights	TERN In th inclu appr the r appr <i>[app</i>	IS 'TAI de conte de op oach p necess oved b <i>licable</i>	KE-OFF' AND 'LANDING' ext of point <u>SERA.3105</u> , the terms 'take-off' and 'landing' erations such as touch- and-go, go-around or missed performed at an aerodrome or operating site for which ary obstacle clearance assessment was conducted and by the relevant competent authority(ies). e from 1 May 2025 – ED Decision 2024/007/R]
ADDED SERA.3212 Uncertainty as to the position on the manoeuvrin g area at aerodromes where air traffic services are provided	a) (b)	Exce the p man (1) (2) Whe with the a (1) (2)	<pre>ept as provided for in point (b), a pilot in doubt as to bosition of the aircraft with respect to the oeuvring area shall immediately: stop the aircraft; and simultaneously notify the appropriate air traffic services unit of the circumstances (including the last known position). n a pilot is in doubt as to the position of the aircraft respect to the manoeuvring area, but recognises that aircraft is on a runway, the pilot shall immediately: notify the appropriate air traffic services unit of the circumstances (including the last known position); 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, stop the aircraft</pre>
	(c) [app	(3) A vel with (1) (2) (3) <i>licable</i>	hicle driver in doubt as to the position of the vehicle respect to the manoeuvring area shall immediately: notify the appropriate air traffic services unit of the circumstances (including the last known position); 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, stop the vehicle.

REVISED SERA.4005 Contents of a flight plan	(12)Fuel/energy endurance; [applicable from 1 May 2025 – Regulation (EU) 2024/1111]
REMOVED SERA.4005 Contents of a flight plan	(12) fuel endurance; [applicable until 30 April 2025 – Regulation (EU) 2023/1772]
ADDED GM1 SERA.4005(a)(14) Contents of a flight plan	BALLISTIC PARACHUTE RECOVERY SYSTEM The information on ballistic parachute recovery systems may be included in the field for remarks under Item 19 of the ICAO model flight plan, as specified in Appendix 6 'COMPLETION OF A FLIGHT PLAN' to the Annex to Commission Implementing Regulation (EU) No 923/2012. [applicable from 1 May 2025 – ED Decision 2024/007/R]
REVISED SERA.4015 Changes to a flight plan	 (d) Information submitted prior to departure regarding fuel or energy endurance or total number of persons carried on board, if incorrect at time of departure, constitutes a significant change to the flight plan and as such shall be reported. [applicable from 1 May 2025 – Regulation (EU) 2024/1111]
REMOVED SERA.4015 Changes to a flight plan	(d) Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at the time of departure, constitutes a significant change to the flight plan and, as such, shall be reported. [applicable until 30 April 2025 – Regulation (EU) 2023/1772]
REVISED SERA.5005 Visual flight rules	 (b) 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: [applicable from 1 May 2025 – Regulation (EU) 2024/404]
REMOVED SERA.5005 Visual flight rules	(b) Except when a special VFR 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:		
	[applicable until 30 April 2025 – Regulation (EU) 2016/1185]		
REVISED 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 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:		
	[applicable from 1 May 2025 – Regulation (EO) 2024/404]		
	(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:		
	(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).		
	[applicable from 1 May 2025 – Regulation (EU) 2024/404]		
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, but not limited to, police, medical, search and rescue operations and fire-fighting flights, the following additional conditions shall be applied:		
	 (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).		
	[applicable until 30 April 2025 – Regulation (EU) 2016/1185]		
REVISED GM1 SERA.5010(c) Special VFR in control zones	ISSUANCE OF SPECIAL VFR CLEARANCE When the reported ground visibility at the aerodrome is less than 1 500 m, ATC may issue a special VFR clearance for a flight crossing the control zone and not intending to land at an aerodrome within the control zone, or enter the aerodrome traffic circuit when the flight visibility reported by the pilot is not less than 1 500 m, or, for		

	helicopters, not less than 800 m. [applicable from 1 May 2025 – ED Decision 2024/007/R]			
REMOVED SERA.5010(c) Special VFR in control zones	When 500 n the c aeroc zone by the 800 n [appl	n the r n, ATC contro drome or aer e pilot n. <i>Cicable</i>	eported ground visibility at the aerodrome is less than 1 C may issue a special VFR clearance for a flight crossing I zone and not intending to take off or land at an within a control zone, or enter the aerodrome traffic rodrome traffic circuit when the flight visibility reported is not less than 1 500 m, or, for helicopters, not less than e until 30 April 2025 – ED Decision 2016/023/R]	
ADDED	OPER		IS IN CLASS F AIRSPACE	
SERA.6001((a)	Aircr	aft using the air traffic advisory service	
a)(6) Classificatio n of airspaces		IFR f autho to us Class those	lights electing to use or required by the competent prity on the basis of regional air navigation agreements e the air traffic advisory service when operating within F airspace should comply with the same procedures as a applying to controlled flights except that:	
		(1)	the flight plan and changes thereto are not subjected to a clearance, since the unit furnishing air traffic advisory service will only provide advice on the presence of essential traffic or suggestions a possible course of action;	
		(2)	it is for the aircraft to decide whether or not it will comply with the advice or suggestion received and to inform the unit providing air traffic advisory service, without delay, of its decision;	
		(3)	air–ground contacts should be made with the air traffic services unit designated to provide air traffic advisory service within the advisory airspace or portion thereof.	
	(b)	Aircr	aft not using the air traffic advisory service	
		(1)	Aircraft wishing to conduct IFR flights within advisory airspace, but not electing to use the air traffic advisory service, should nevertheless submit a flight plan, and notify changes made thereto to the unit providing that service.	
		(2)	IFR flights intending to cross an advisory route should do so as nearly as possible at an angle of 90 degrees to the direction of the route and at a level, appropriate to its track, selected from the tables of cruising levels prescribed for use by IFR flights operating outside controlled airspace.	
	[appl	icable	e from 1 May 2025 – ED Decision 2024/007/R]	

ADDED GM1 SERA.6001(a)(6) Classificatio n of airspaces	AIR TRAFFIC ADVISORY SERVICE The objective of the air traffic advisory service is to make information on collision hazards more effective than it would be in the mere provision of flight information service (FIS). It may be provided to aircraft conducting IFR flights in advisory airspace or on advisory routes (Class F airspace). Such areas or routes will be specified by the Member State concerned. [applicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED GM2 SERA.6001(a)(6) Classificatio n of airspaces	FLIGHT PLAN CHANGES IN CLASS F AIRSPACE It is assumed that a pilot will not effect a change in the current flight plan until they have notified the intended change to the appropriate air traffic services unit and, if practicable, have received acknowledgement or relevant advice. <i>[applicable from 1 May 2025 – ED Decision 2024/007/R]</i>
ADDED GM3 SERA.6001(a)(6) Classificatio n of airspaces	CLEARANCES TO FLIGHTS THAT OPERATE PARTIALLY IN CLASS F AIRSPACE When a flight operates or is about to operate in a control area to continue eventually into an advisory area or along an advisory route, a clearance may be issued for the whole route, but the clearance as such, or revisions to it, applies only to those portions of the flight that are conducted within control areas and control zones. Advice or suggestions will be provided as necessary for the remaining portion(s) of the route. [applicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED GM1 SERA.6005(d) Requiremen ts for communica tions, SSR transponder and electronic conspicuity in U-space airspace	PUBLICATION OF RADIO MANDATORY ZONES AND TRANSPONDER MANDATORY ZONES For guidance on the publication of radio mandatory zones and transponder mandatory zones, refer to AMC1 and GM1 to point AIS.OR.325 'Aeronautical charts' of Commission Implementing Regulation (EU) 2017/373. [applicable from 1 May 2025 – ED Decision 2024/007/R]

ADDED AMC1 SERA.8012 Application of wake turbulence	CATEGORISATION OF AIRCRAFT FOR THE PURPOSES OF WAKE TURBULENCE SEPARATION MINIMA APPLICATION Wake turbulence separation minima should be based on a grouping of aircraft types into four categories according to the maximum certificated take-off mass as follows:				
separation	(a)	SUPE 'Airci editic	ER (J) — aircraft types listed as such in ICAO Doc 8643 raft Type Designators', latest on;		
	(b)	HEAVY (H) — all aircraft types of 136 000 kg or more, with the exception of aircraft types covered in point (a);			
	(c)	MEDIUM (M) — aircraft types of less than 136 000 kg but more than 7 000 kg; and			
	(d)	LIGH	T (L) — aircraft types of 7 000 kg or less.		
	[app	licable	e from 1 May 2025 – ED Decision 2024/007/R]		
REVISED SERA.8015	(b)	Oper	ation subject to clearance:		
Air traffic control clearances		(1)	An air traffic control clearance shall be obtained prior to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an air traffic control unit.		
		(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 air traffic control 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.		
		(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.		
		(5)	Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate air traffic control unit.		
		(6)	Potential reclearance in flight. If, prior to departure,		

	it is anticipated that, depending on fuel/energy endurance and subject to reclearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate air traffic control units shall be so notified by the insertion in the flight plan of information concerning the revised route (where known) and the revised destination.
(7)	An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.
(8)	When vectoring or assigning a direct routing not included in the flight plan, which takes an IFR flight off published ATS route or instrument procedure, an air traffic controller providing ATS surveillance service shall issue clearances such that the prescribed obstacle clearance exists at all times until the aircraft reaches the point where the pilot re-joins the flight plan route or joins a published ATS route or instrument procedure.
[applicable (EU) 2024/ ⁻	from 1 May 2025 – Regulation (EU) 2024/404 and Regulation 1111]
(d)	
(3)	route of flight:
	 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;
[applicable	e from 1 May 2025 – Regulation (EU) 2024/404]
(4)	level or levels of flight for the entire route or part thereof and changes of levels if required;
[applicable	e from 1 May 2025 – Regulation (EU) 2024/404]
(e)	
(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.
[applicable	e from 1 May 2025 – Regulation (EU) 2024/404]
(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.			
	[applicable from 1 May 2025 – Regulation (EU) 2024/404]			
REMOVED SERA.8015 Air traffic	 (b) Operation subject to clearance (1) An air traffic control clearance shall be obtained prior 			
control clearances	to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an air traffic control unit.			
	(2) The pilot-in-command of an aircraft shall inform ATC if an air traffic control clearance is not satisfactory. In such cases, ATC will issue an amended clearance, if practicable.			
	(3) Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate air traffic control unit.			
	(4) Potential reclearance in flight. If, prior to departure, it is anticipated that, depending on fuel endurance and subject to reclearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate air traffic control units shall be so notified by the insertion in the flight plan of information concerning the revised route (where known) and the revised destination.			
	(5) An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.			
	(6) When vectoring or assigning a direct routing not included in the flight plan, which takes an IFR flight off published ATS route or instrument procedure, an air traffic controller providing ATS surveillance service shall issue clearances such that the prescribed obstacle clearance exists at all times until the aircraft reaches the point where the pilot re-joins the flight plan route or joins a published ATS route or instrument procedure.			
	[applicable until 30 April 2025 – Regulation (EU) 2020/469]			
	(3) route of flight,			
	 the route of flight shall be detailed in each clearance when deemed necessary; and 			
	(ii) the phrase 'cleared via flight planned route' shall not be used when granting a re-			

	clearance;
	[applicable until 30 April 2025 – Regulation (EU) 2020/469]
	 (4) level(s) of flight for the entire route or part thereof and changes of levels if required;
	[applicable until 30 April 2025 – Regulation (EU) 2020/469]
ADDED	HORIZONTAL SPEED CONTROL INSTRUCTIONS
SERA.8015(b)(1) Air	Speed control instructions should remain in effect unless explicitly cancelled or amended by the air traffic controller.
control clearances	[applicable from 1 May 2025 – ED Decision 2024/007/R
ADDED AMC2 SERA.8015(b)(1) Air traffic control clearances	STANDARD INSTRUMENT DEPARTURE (SID) AND STANDARD INSTRUMENT ARRIVAL (STAR) SPEED RESTRICTIONS
	The flight crew should comply with published SID and STAR speed restrictions unless the restrictions are explicitly cancelled or amended by the air traffic controller.
	[applicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED GM1 SERA.8015(b)(1) Air traffic control clearances	HORIZONTAL SPEED CONTROL INSTRUCTIONS Cancellation of any speed control instruction does not relieve the flight crew of compliance with the speed limitations associated with airspace classifications as specified in <u>Appendix 4</u> 'ATS airspace
	classes — services provided and flight requirements' to the Annex to Commission Implementing Regulation (EU) No 923/2012. [applicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED GM2 SERA.8015(b)(1) Air traffic	STANDARD INSTRUMENT DEPARTURE (SID) AND STANDARD INSTRUMENT ARRIVAL (STAR) SPEED RESTRICTIONS
	Some SID and STAR speed restrictions ensure containment within RNAV departure or arrival procedure (e.g. maximum speed associated with a constant radius arc to a fix (RF) leg).
clearances	[applicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED	OPERATION SUBJECT TO CLEARANCE — POTENTIAL RECLEARANCE IN FLIGHT
GM1 SERA.8015(b)(6) Air traffic control clearances	The intent of the provision relating to potential reclearance is to facilitate reclearance to a revised destination, normally beyond the filed destination aerodrome.
	[applicable from 1 May 2025 – ED Decision 2024/007/R]

ADDED GM1 SERA.8015(b)(8) Air traffic control clearances	VECTORING TO PILOT-INTERPRETED FINAL APPROACH AID When clearance for the approach is issued, the aircraft is expected to maintain the last assigned level until intercepting the specified or nominal glide path of the approach procedure. If the air traffic controller requires an aircraft to intercept the glide path at a level other than a level flight segment depicted on the instrument approach chart, the air traffic controller should instruct the pilot to maintain the particular level until established on the glide path. [applicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED GM1 SERA.8015(d)(3)(ii) Air traffic control clearances	USE OF CERTAIN PHRASES IN A CLEARANCE The phrase 'cleared flight planned route' may be used to describe any route or portion thereof, provided that the route or portion thereof is identical to that filed in the flight plan and sufficient routing details are given to definitely establish the aircraft on its route. The phrases 'cleared (designation) departure' or 'cleared (designation) arrival' may be used when standard departure or arrival routes have been established and published in AIPs. [applicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED GM1 SERA.8015(ec) Air traffic control clearances	CONDITIONAL CLEARANCES An example of a conditional clearance is 'SCANDINAVIAN 941, BEHIND DC9 ON SHORT FINAL, LINE UP BEHIND'. This implies the need for the aircraft receiving the conditional clearance to identify the aircraft or vehicle causing the conditional clearance. [applicable from 1 May 2025 – ED Decision 2024/007/R]
REVISED/AD DED SERA.8020 Adherence to flight plan	 (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: (1) Deviation from track: if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable. (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. (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.
		(5)	Additionally, when an ADS-C agreement is in place, the air traffic services unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS- C event contract.
	[app	licable	e from 1 May 2025 – Regulation (EU) 2024/404]
	(c)		
		(3)	Change of Mach number/true airspeed: aircraft identification; requested Mach number/true airspeed.
	[app	licable	e from 1 May 2025 – Regulation (EU) 2024/404]
	(d)	Weat evide flight a cor	ther deterioration below the VMC. When it becomes ent that flight in VMC in accordance with its current plan will not be practicable, a VFR flight operated as ntrolled flight shall:
		(1)	request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome or operating site, or to leave the airspace within which an ATC clearance is required; or
		(2)	if no clearance in accordance with point (1) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome or operating site; or
	[app	licable	e from 1 May 2025 – Regulation (EU) 2024/1111]
REMOVED SERA.8020 Adherence	(b)	Inad inad follo	vertent changes. In the event that a controlled flight vertently deviates from its current flight plan, the wing action shall be taken:
to fught plan		1) D sł ai	eviation from track: if the aircraft is off track, action nall be taken forthwith to adjust the heading of the rcraft to regain track as soon as practicable.
		2) Va	ariation in true airspeed: if the average true airspeed at

		cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate air traffic services unit shall be so informed.
	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.
	4)	Additionally, when an ADS-C agreement is in place, the air traffic services unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS-C event contract.
	[applica	ble until 30 April 2025 – Regulation (EU) 2016/1185]
	(d) W ev fli a	eather deterioration below the VMC. When it becomes vident that flight in VMC in accordance with its current ght plan will not be practicable, a VFR flight operated as controlled flight shall:
	1)	request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required; or
	2)	if no clearance in accordance with a) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome; or
ADDED	ADHERENCE	TO THE TRUE MACH NUMBER
SERA.8020(b) Adherence to current flight plan	(a) Ai ac sh th ch sh ha	rcraft subject to the Mach number technique should there to the true Mach number approved by ATC and nould request ATC approval before making any changes ereto. If it is essential to make an immediate temporary nange in the Mach number (e.g. due to turbulence), ATC nould be notified as soon as possible that such a change as been made.
	(b) If m cl sh re	it is not feasible, due to aircraft performance, to aintain the last assigned Mach number during en-route imbs and descents, pilots of the aircraft concerned nould advise ATC at the time of the climb/descent quest.

	[applicable from 1 May 2025 – ED Decision 2024/007/R]						
REVISED SERA.8025 Position reports	 (b) With due regard to requirements in SERA.14065 for communications change over, the position report shall contain the following elements: aircraft identification; position; time; speed, if assigned by ATC; and other elements as instructed by ATC. (c) The elements described in point (b) shall be reported as described in point 2 of Point A of <u>Appendix 5</u>. [applicable from 1 May 2025 – Regulation (EU) 2024/404] 						
REMOVED SERA.8025	(3) The format of position reports shall be in accordance with						
Position reports	[applicable until 30 April 2025 – Regulation (EU) 2016/1185						
ADDED AMC1 SERA.8025(a) Position reports	 TRANSMISSION OF POSITION REPORTS (a) In the absence of designated reporting points, position reports should be made by the aircraft as soon as possible after the first half hour of the flight and at hourly intervals thereafter. (b) Under conditions specified by the competent authority, flights may be exempted from the requirement to make position reports at each designated compulsory reporting point or interval. In applying this, account should be taken of the meteorological requirement for the making and reporting of routine aircraft observations. [applicable from 1 May 2025 – ED Decision 2024/007/R] 						
REVISED SERA.8035 Communica tions	(b) If a communication failure precludes compliance with point (a), the procedures on communication failures shall be followed, as specified in <u>SERA.14083</u> . [applicable from 1 May 2025 – Regulation (EU) 2024/404]						
REMOVED	(b) The Member States shall comply with the appropriate provisions on communication failures as have been adopted under the Chicago Convention. The Commission						

SERA.8035 Communica tions	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. [applicable until 30 April 2025 – Regulation (EU) 2016/1185]
ADDED SERA.9005 Scope of flight information service	(7a) information on unmanned aircraft; [applicable from 1 May 2025 – Regulation (EU) 2024/1111]
REVISED SERA.9010 Automatic terminal information service (ATIS)	 (b) (8) runway surface conditions; [applicable from 1 May 2025 – Regulation (EU) 2024/404] (c) (8) runway surface conditions; [applicable from 1 May 2025 – Regulation (EU) 2024/404] (d) (7) surface conditions of runway(s) to be used for take-off; [applicable from 1 May 2025 – Regulation (EU) 2024/404]
REMOVED SERA.9010 Automatic terminal information service (ATIS)	 (b) (8) significant runway surface conditions and, if appropriate, braking action; [applicable until 30 April 2025 – Regulation (EU) 2020/469] (C) (8) significant runway surface conditions and, if appropriate, braking action; [applicable until 30 April 2025 – Regulation (EU) 2020/469] (d) (7) significant surface conditions of runway(s) to be used for take-off and, if appropriate, braking action; [applicable until 30 April 2025 – Regulation (EU) 2020/469] (d) (7) significant surface conditions of runway(s) to be used for take-off and, if appropriate, braking action; [applicable until 30 April 2025 – Regulation (EU) 2020/469]

ADDED GM1 SERA 10001	ALERTING SERVICE — PROMULGATION OF NOTAMS FOR SEARCH AND RESCUE OPERATIONS					
Application	It may be advisable, in case of a search and rescue operation of a substantial duration, to promulgate by NOTAM the lateral and vertical limits of the area of a search and rescue action, and to warn aircraft not engaged in actual search and rescue operations and not controlled by air traffic control service to avoid such areas unless otherwise authorised by the appropriate air traffic services unit.					
	[app	licable	e from 1 May 2025 – ED Decision 2024/007/R]			
REVISED	EMERGEN	CYDE	ESCENT PROCEDURES			
SERA.11001 General	(a)	Whe malf shou the o	n an aircraft experiences sudden decompression or a unction requiring an emergency descent, the pilot Id take the following steps as soon as practicable in rder appropriate for the circumstance:			
		(1)	navigate as deemed appropriate by the pilot;			
		(2)	advise the appropriate ATS unit of the emergency descent and, if able, intentions;			
		(3)	set transponder to Code 7700 and, if applicable, select the appropriate emergency mode on the automatic dependent surveillance – broadcast and/or automatic dependent surveillance – contract (ADS-B/ADS-C);			
		(4)	turn on aircraft exterior lights (commensurate with appropriate operating limitations);			
		(5)	watch for conflicting traffic both visually and by reference to airborne collision avoidance system (ACAS) (if equipped); and			
		(6)	when emergency descent is complete, coordinate further intentions with the appropriate ATS unit.			
	(b)	The publ vertio mou obst	aircraft should not descend below the lowest ished minimum altitude that will provide a minimum cal clearance of 300 m (1 000 ft) or, in designated ntainous terrain, of 600 m (2 000 ft) above all acles located in the area specified.			
	(c)	Upor desc imm aircr follo	n recognition that an aircraft is making an emergency ent, all appropriate actions should be taken ediately by the air traffic services unit to safeguard all aft concerned. Appropriate actions may include the wing, in the order appropriate for the circumstance:			
		(1)	broadcasting an emergency message;			
		(2)	issuing traffic information and/or instructions to aircraft affected by the descent;			
		(3)	advising the minimum flight altitude and altimeter setting			

			for the area of operation; and
		(4)	informing any other air traffic services units that may be affected by the emergency descent.
	(d)	Unle unit the broa	ss specifically instructed by the air traffic services to clear the area or threatened by immediate danger, pilot of an aircraft receiving emergency descent dcast should take the following actions:
		(1)	continue according to current clearance and maintain listening watch on the frequency in use for any further instructions from the air traffic services unit; and
		(2)	watch for conflicting traffic both visually and by reference to ACAS (if equipped).
	[appl	licable	e from 1 May 2025 – ED Decision 2024/007/R]
REMOVED	EMER	RGENC	CY DESCENT PROCEDURES
GM1 SERA.11001 General	(a)	Whe expe requ able:	n an aircraft operated as a controlled flight riences sudden decompression or a malfunction iring an emergency descent, the aircraft should, if
		(1)	initiate a turn away from the assigned route or track before commencing the emergency descent;
		(2)	advise the appropriate ATC unit as soon as possible of the emergency descent;
		(3)	set transponder to Code 7700 and select the emergency mode on the automatic dependent surveillance/controller–pilot data link communications (ADS/CPDLC) system, if applicable;
		(4)	turn on aircraft exterior lights;
		(5)	watch for conflicting traffic both visually and by reference to airborne collision avoidance system (ACAS) (if equipped); and
		(6)	coordinate its further intentions with the appropriate ATC unit.
	(b)	The a minin clean mou obsta	aircraft is not to descend below the lowest published mum altitude that will provide a minimum vertical rance of 300 m (1 000 ft) or, in designated ntainous terrain, of 600 m (2 000 ft) above all acles located in the area specified.
	(c)	Imm is ir eme	ediately upon recognising that an emergency descent progress,ATC units are to acknowledge the rgency on radiotelephony.

	In particular, when recognising that an emergency descent is in progress, ATC may, as required by the situation:				
		 suggest a heading to be flown, if able, by the aircraft carrying out the emergency descent in order to achieve separation from other aircraft concerned; 			
		(2) state the minimum altitude for the area of operation, only if the level-off altitude stated by the pilot is below such minimum altitude, together with the applicable QNH altimeter setting; and			
		(3) as soon as possible, provide separation from conflicting traffic, or issue essential traffic information, as appropriate.			
		When deemed necessary, ATC will broadcast an emergency message, or cause such message to be broadcast, to other aircraft concerned to warn them of the emergency descent.			
	[appli	icable until 30 April 2025 – ED Decision 2016/023/R]			
REVISED SERA.11005 Unlawful interference	ab) I	f an aircraft is subjected to unlawful interference, the pilot-in- command shall attempt to land as soon as practicable at the nearest suitable aerodrome or operating site or at a dedicated aerodrome or operating site assigned by the competent authority, unless considerations aboard the aircraft dictate otherwise.			
	[appli	icable from 1 May 2025 – Regulation (EU) 2024/1111]			
REMOVED SERA.11005 Unlawful interference	(ab)	If an aircraft is subjected to unlawful interference, the pilot- in-command shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the competent authority, unless considerations aboard the aircraft dictate otherwise.			
	[appli	icable until 30 April 2025 – Regulation (EU) 2016/1185]			
ADDED	(a)	When a pilot reports a state of minimum fuel/energy, the			
SERA.11012		controller shall inform the pilot as soon as practicable of			
Minimum		any anticipated detays of that no detays are expected.			
Fuel/Energy and Fuel/Energy Emergency	(b)	When the level of fuel/energy renders declaring a situation of distress necessary, the pilot, in accordance with point <u>SERA.14095</u> , shall indicate that by using the radiotelephony distress signal (MAYDAY), preferably spoken three times, followed by the nature of the distress condition (FUEL).			
	[appli	icable from 1 May 2025 – Regulation (EU) 2024/1111]			

REVISED SERA.11015 Interception	3	DAY or NIGHT – Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter / VTOL-capable aircraft, overflying the helicopter / VTOL-	Land at this aerodrome.	DAY or NIGHT – Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway	Understood, will comply.				
	Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning				
		capable aircraft landing area. In the case of helicopters / VTOL-capable aircraft, the intercepting helicopter / VTOL-capable aircraft makes a landing approach, coming to hover near the landing area.		in use or helicopter / VTOL- capable aircraft landing area, landing is considered safe, proceeding to land.					
	[applice	applicable from 1 May 2025 – Regulation (EU) 2024/1111]							
	4	DAY or NIGH1 – Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter / VTOL-capable aircraft landing area at a height exceeding 300 m (1 000 ft) but not exceeding 600 m (2 000 ft) (in the case of a helicopter, at a height exceeding 50 m (170 ft) but not exceeding 100 m (330 ft)) above the aerodrome level, and continuing to circle runway in use or helicopter / VTOL-capable aircraft landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGH1 – If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, <u>follow</u> me. Understood, you may proceed.				
REMOVED	3	DAY or NIGHT — Lowering landing	Land at this	DAY or NIGHT — Lowering	Understood,				
SERA.11015 Interception		gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	aerodrome.	landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	will comply.				
	[applica	ble until 30 April 2025 – Regulation (EU) 2	2016/1185]						
	Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	Meaning				
	4	DAY or NIGHT — Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 m (1 000 ft) but not exceeding 600 m (2 000 ft) (in the case of a helicopter, at a height exceeding 50 m (170 ft) but not exceeding 100 m (330 ft)) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT — If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, <u>follow</u> me. Understood, you may proceed.				
	[applice	able until 30 April 2025 – Regulation (EU) .	2016/1185]						
SERA.12020 Exchange of air-reports	 (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 Point A <u>Appendix 5;</u> and
		(3)	other air traffic services units concerned.
	(b)	When commode not co servite appre	n receiving special air-reports by voice munications concerning braking action which does orrespond to the runway condition report, air traffic ces units shall forward them without delay to the opriate aerodrome operator.
	(c)	Trans and deter	smissions to aircraft shall be repeated at a frequency continued for a period of time which shall be mined by the air traffic services unit concerned.
	[app	licable	from 1 May 2025 – Regulation (EU) 2024/404]
REMOVED SERA.12020	(a)	ATS u non-l	inits shall transmit, as soon as practicable, special and routine air-reports to:
Exchange of air-reports		(1)	other aircraft concerned;
		(2)	the associated meteorological watch office (MWO) in accordance with point 3 of <u>Appendix</u> <u>5</u> ; and
		(3)	other ATS units concerned.
	(b)	Trans frequ be de	smissions to aircraft shall be repeated at a lency and continued for a period of time which shall stermined by the ATS unit concerned.
	[app	licable	until 30 April 2025 – Regulation (EU) No 923/2012]
ADDED SERA.13015 On-board aircraft identificatio n setting	(a)	Aircra has a aircra wher unles comp regis flight	aft equipped with a Mode S or ADS-B transmitter that an aircraft identification feature shall transmit the aft identification as specified in the flight plan or, a no flight plan has been filed, the aircraft registration, as the aircraft operator holds an approval from the betent authority to use other than the aircraft tration as aircraft identification for flights without a plan.
	(b)	When aircra with expe confi ident	never it is observed on the situation display that the aft identification transmitted by an aircraft equipped a Mode S or ADS-B transmitter is different from that cted from the aircraft, the pilot shall be requested to rm and, if necessary, re-enter the correct aircraft ification.
	(c)	lf, fo aircra B tra conti	llowing confirmation by the pilot that the correct aft identification has been set on the Mode S or ADS- ansmitter identification feature, the discrepancy nues to exist, the air traffic services unit shall take

	the following actions:				
		(1)	inform the pilot of the persistent discrepancy;		
		(2)	where possible, correct the label showing the aircraft identification on the situation display; and		
		(3)	notify the next control position and any other unit concerned using Mode S or ADS-B for identification purposes that the aircraft identification transmitted by the aircraft is erroneous.		
	[app	licable	from 1 May 2025 – Regulation (EU) 2024/404]		
ADDED SERA.13015 On-board aircraft identificatio n setting	(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)	When aircra with a expec confir identi	ever it is observed on the situation display that the ft identification transmitted by an aircraft equipped Mode S or ADS-B transmitter is different from that ted from the aircraft, the pilot shall be requested to m and, if necessary, re-enter the correct aircraft fication.		
	(c)	lf, foll aircra B tra contir the fo	lowing confirmation by the pilot that the correct ft identification has been set on the Mode S or ADS- nsmitter identification feature, the discrepancy nues to exist, the air traffic services unit shall take llowing actions:		
		(1)	inform the pilot of the persistent discrepancy;		
		(2)	where possible, correct the label showing the aircraft identification on the situation display; and		
		(3)	notify the next control position and any other unit concerned using Mode S or ADS-B for identification purposes that the aircraft identification transmitted by the aircraft is erroneous.		
	[app	licable	from 1 May 2025 – Regulation (EU) 2024/404]		
ADDED	AIRCRAFT	IDENTI	FICATION SETTING		
AMC1 SERA.13015 On-board	(a)	The ai the fo form.	rcraft identification transmitted should conform to rmat specified for Item 7 of the ICAO flight plan		
identificatio n setting	(b)	The co opera aircra	ompetent authority should only authorise aircraft tors to use other than aircraft registration as ft identification when operating without a flight plan		

	provided that:					
	 the aircraft operator demonstrates that procedures have been implemented to ensure the uniqueness of the aircraft identification for flights that might operate simultaneously; 					
	 the air traffic services providers have indicated that the air traffic services surveillance systems are capable of managing duplication of Mode S aircraft identification; 					
	(3) the need for individual identification for other authorities is addressed accordingly.					
	[applicable from 1 May 2025 – ED Decision 2024/007/R]					
<mark>ADDED</mark> GM1	OPERATION OF ADS-B TRANSMITTERS					
SERA.13015 On-board aircraft	To indicate that it is in a state of emergency or to transmit other urgent information, an aircraft equipped with ADS-B may operate either of the emergency and/or urgency mode as follows:					
identificatio	(a) emergency,					
nsetting	(b) communication failure,					
	(c) unlawful interference,					
	(d) minimum fuel/energy,					
	(e) medical.					
	[applicable from 1 May 2025 – ED Decision 2024/007/R]					
ADDED	OPERATION OF ADS-B TRANSMITTERS					
GM2 SERA.13015 On-board aircraft	Some aircraft equipped with first-generation ADS-B avionics do not have the capability described in <u>GM1 SERA.13015</u> and only have the capability to transmit a general emergency alert regardless of the code selected by the pilot.					
n setting	[applicable from 1 May 2025 – ED Decision 2024/007/R]					
ADDED						
GM3 SERA.13015	AINGNAFT IDENTIFICATION SETTING					
On-board	incorporate into an operations manual a mechanism that ensures					
aircraft	the uniqueness of aircraft call signs. For example, they may elect to					
n setting	assign each pilot-in-command or each airframe with a unique number, which may also be augmented with the addition of letters.					
0	The call sign, consisting of the operator designator issued by ICAO					
	and the unique number together with any augmenting letter, is to be inserted into the Mode Sidentification feature prior to departure					
	and used in all radio communications unless instructed otherwise					

	by air traffic services.
	[applicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED GM4 SERA.13015 On-board aircraft identificatio n setting	DUPLICATED AIRCRAFT IDENTIFICATION To demonstrate the resilience of the ATS surveillance system to duplicated aircraft identification, as prescribed in point (b)(2) of <u>AMC1 SERA.13015</u> , it is normally enough to indicate that a duplicated downlinked aircraft identification would not affect, or reduce in any way, the performance of the surveillance tracker for generating and validating system tracks. In the case of a multisensor tracking system, using surveillance information from sensors belonging to neighbouring air traffic services providers, indication that the neighbouring surveillance tracker is not affected by potential duplication of the aircraft identification is needed. <i>[applicable from 1 May 2025 – ED Decision 2024/007/R]</i>
ADDED GM5 SERA.13015 On-board aircraft identificatio n setting	AIRCRAFT IDENTIFICATION SETTING The ATS surveillance information used by an air navigation service provider is in many Member States also used by other authorities (e.g. air defence, search and rescue). The impact, if any, of allowing aircraft operating without a flight plan to transmit aircraft identification other than aircraft registration should be assessed and documented accordingly, as prescribed in point (b)(3) of <u>AMC1 SERA.13015</u> . [applicable from 1 May 2025 – ED Decision 2024/007/R
REVISED Appendix 1 to AMC1 SERA.14001 General	COMPLETE LIST TOO LONG TO ADD HERE [applicable from 1 May 2025 – ED Decision 2024/007/R]
REMOVED Appendix 1 to AMC1 SERA.14001 General	COMPLETE LIST TOO LONG TO ADD HERE
REVISED SERA.14035 Transmissio n of numbers in radiotelepho ny	 (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". [applicable from 1 May 2025 – Regulation (EU) 2024/404]
REMOVED	(a) Transmission of numbers
Transmissio n of numbers in radiotelepho ny	 (1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed 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 1000 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'.
REVISED	[applicable until 30 April 2025 – Regulation (EU) 2016/1185
GM1 SERA.14035 (a)(1) Transmissio	runway transmitted as 27 runway two seven 30 runway three zero [applicable from 1 May 2025 - ED Decision 2024/007/R]
n of numbers in radiotelepho ny	wind direction and speed transmitted as 200 degrees 70 knots wind two zero zero degrees seven zero knots 160 degrees 18 knots gusting 30 knots wind one six zero degrees one eight knots gusting three zero knots [applicable from 1 May 2025 - ED Decision 2024/007/R]

REMOVED GM1 SERA.14035 (a)(1) Transmissio n of numbers in radiotelepho ny	runway 27 30 wind direction and speed 200 degrees 70 knots 160 degrees 18 knots gusting 30 knots [applicable until 30 April 2025 – ED Decision 2016/023/R	transmitted as runway two seven runway three zero transmitted as wind two zero zero degrees seven zero knots wind one six zero degrees one eight knots gusting three zero knots
ADDED GM5 SERA.14035 (a)(2) Transmissio n of numbers in radiotelepho ny	INDICATED AIRSPEED The following examples illustrate the application. Indicated airspeed 250 knots 300 knots [applicable from 1 May 2025 – ED Decision 2024/00	transmitted as two five zero knots three hundred knots 07/R]
ADDED SERA.14045 Transmitting technique	(C) The expression "TAKE-OFF when an aircraft is cleared take-off or when cancelling [applicable from 1 May 2025 – Re	" shall only be used in radiotelephony for a take-off clearance. egulation (EU) 2024/404]
ADDED AMC1 SERA.14050 Radioteleph ony call signs for aircraft	AIRCRAFT RADIOTELEPHONY CALLS Unless otherwise instructed by accordance with point (a) of point B-equipped aircraft should us corresponding to the aircraft ide plan or, when operating without a sign corresponding to the aircraft Mode S transponder or ADS-B tran [applicable from 1 May 2025 – EL	SIGN SETTING (the air traffic controller in <u>SERA.14055</u> , the Mode S- or ADS- e a radiotelephony call sign ntification specified in the flight flight plan, a radiotelephony call identification transmitted by the nsmitter. D Decision 2024/007/R]
REVISED SERA.14065 Radioteleph ony procedures for air- ground voice communicat ion channel changeover	 (a) Unless otherwise prescrib the provision of services a authority, the initial call to change of the air-ground shall contain the following (1) the designation of th (2) call sign, immediat "Super" correspon turbulence category 	ed by the ANSP responsible for nd approved by the competent an air traffic services unit after a voice communication channel celements: e ATS unit being called; ely followed by the word "Heavy" or iding, as appropriate, to the wake of the aircraft;

		(3)	level, including passing and cleared levels, if not maintaining the cleared level;				
		(4)	speed, if assigned by ATC; and				
		(5)	additional elements, as required by the ANSP responsible for the provision of services and approved by the competent authority.				
	[applicable from 1 May 2025 – Regulation (EU) 2024/404]						
		(2)	<i>(c)</i> call sign, immediately followed by the word "Heavy" or "Super" corresponding, as appropriate, to the wake turbulence category of the aircraft;				
		[app	licable from 1 May 2025 – Regulation (EU) 2024/404]				
REMOVED SERA.14065 Radioteleph ony procedures	(a)	Unle the p auth grou follo	ss otherwise prescribed by the ANSP responsible for provision of services and approved by the competent ority, the initial call to an ATS unit after a change of air- nd voice communication channel shall contain the wing elements:				
for air-		(1)	the designation of the ATS unit being called;				
ground voice communicat ion channel changeover		(2)	call sign and, for aircraft in the heavy wake turbulence category, the word 'Heavy' or 'Super' if that aircraft has been so identified by the competent authority;				
		(3)	level, including passing and cleared levels, if not maintaining the cleared level;				
		(4)	speed, if assigned by ATC; and				
		(5)	additional elements, as required by the ANSP responsible for the provision of services and approved by the competent authority.				
	[applicable until 30 April 2025 – Regulation (EU) 2016/1185						
		(c)				
		(2)	call sign and, for aircraft in the heavy wake turbulence category, the word 'Heavy' or 'Super' if that aircraft has been so identified by the competent authority;				
		[app	licable until 30 April 2025 – Regulation (EU) 2016/1185]				
ADDED	(a)	Whe	n an aircraft is unable to comply with <u>SERA.8035</u> ,				
SERA.14083 Radio communicat		point on th anot atter	t (a), the flight crew shall attempt to establish contact ne previous channel used and, if not successful, on her channel appropriate to the route. If these npts fail, the flight crew shall attempt to establish				

ion failure		communication with:
procedures		(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:
		 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 point <u>SERA.8035(a)</u> and the attempts described in point (a) of SERA.14083 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 for in	c at a c struct	ontrolled aerodrome, shall keep a watch ions as may be issued by visual signals.
(2)	The a Code indica comp (4), (5	aircraf 7600 ate the oly with 5) and	t shall set the transponder on Mode A and/or set the ADS-B transmitter to closs of air-ground communications and h the procedures described in points (3), (6), as appropriate.
(3)	A VF mete suital most traffic	R fli orolog ble ae expe c servi	ght shall continue to fly in visual gical conditions, land at the nearest erodrome, and report its arrival by the ditious means to the appropriate air ces unit.
(4)	Excep	otas p	rovided for in point (5), an IFR flight shall:
	(i)	main minir of 20	tain the last assigned speed and level, or num flight altitude if higher, for a period 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 t with modif	hereaf the fil ficatior	ter adjust level and speed in accordance ed flight plan as amended by delay and n messages to the filed flight plan;
	(ii)	when by A navig	being vectored or having been directed ATC to proceed offset using area ation (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)	proce ackne appro servin requi below comr	eed according to the last received and owledged route clearance to the opriate designated navigation aid or fix ng the destination aerodrome and, when red to ensure compliance with point (iv) v, hold over this aid or fix until nencement of descent;

	(i	 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
	(v	 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) A d rc D A	n IFR flight following a standard instrument eparture route or a standard instrument arrival oute shall comply with the procedures for radio communication failure specified on the Standard eparture Chart – Instrument (SID) or Standard rrival Chart – Instrument (STAR), when provided.
	(6) If c c th t n th tr	an IFR flight encounters visual meteorological onditions and the pilot-in-command decides to ontinue to fly in visual meteorological conditions, he pilot shall set Mode A Code 7601, land at the earest suitable aerodrome, and report arrival by he most expeditious means to the appropriate air affic services unit.
(d)	The pro operation premise failure of	ovision of air traffic control service to flights ng in the airspace concerned shall be based on the e that an aircraft experiencing communication complies with point (c).
(e)	As soor of resp commu forward failure to route of destina obtain other res if such	as it is known that an aircraft operating in its area consibility is experiencing an apparent radio inication failure, an air traffic control unit shall information concerning the radio communication to all air traffic services units concerned along the f flight. The area control centre in whose area the tion aerodrome is located shall take steps to information on the alternate aerodrome(s) and levant information specified in the filed flight plan, nformation is not available.
(f)	When a an airc has re- unit sha the airc and oth	n air traffic control unit receives information that raft, after experiencing a communication failure, established communication or has landed, that all inform the air traffic control unit in whose area raft was operating at the time the failure occurred, her 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.
	[applicable from 1 May 2025 – Regulation (EU) 2024/404]
ADDED AMC1 SERA.14083 (b)(1) Radio communicat ion failure procedures	ATC UNIT ATTEMPT TO ESTABLISH COMMUNICATION WITH AIRCRAFT The air traffic controller should determine whether or not the aircraft's receiver is functioning by instructing the aircraft on the channel so far used, or on any other available channel on which it is believed that the aircraft might be listening, to acknowledge by making a specified manoeuvre and by observing the aircraft's track, or by instructing the aircraft to operate IDENT or to make SSR code and/or ADS-B transmission changes. Any manoeuvring instructions should be such that the aircraft would regain its current cleared track after having complied with the instructions received. [applicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED GM1 SERA.14083 (b)(1) Radio communicat ion failure procedures	ATC UNIT ATTEMPT TO ESTABLISH COMMUNICATION WITH AIRCRAFT Some aircraft equipped with first-generation ADS-B avionics do not have the capability of squawking IDENT while the emergency and/or urgency mode is selected. [applicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED AMC1 SERA.14083 (b)(3) Radio communicat ion failure procedures	 BLIND TRANSMISSION OF OTHER MESSAGES Appropriate information describing the action taken by the air traffic control unit, or instructions justified by any emergency situation, should be transmitted by blind transmission for the attention of the aircraft concerned, on the frequencies available on which the aircraft is believed to be listening, including, as far as practicable, the voice frequencies of available radio navigation or approach aids. Information should also be given concerning: (a) meteorological conditions favourable to a cloud-breaking procedure in areas where congested traffic may be avoided; and (b) meteorological conditions at suitable aerodromes. [applicable from 1 May 2025 – ED Decision 2024/007/R]

ADDED GM1 SERA.14083 (c) Radio communicat ion failure procedures	RADIO COMMUNICATION FAILURE PROCEDURE — MULTIPLE AIRCRAFT The air—ground voice communication failure procedures specifically address failure of communications affecting a single aircraft. In situations where multiple aircraft may be involved, especially when operating in an environment where high-frequency communications are used as primary means for voice communication, the safety of operations is best assured when aircraft adhere to the last ATC clearance received and acknowledged, similarly to the case of ground radio station failure. [applicable from 1 May 2025 – ED Decision 2024/007/R]				
ADDED GM2 SERA.14083 (c) Radio communicat ion failure procedures	LANDING AT THE NEAREST SUITABLE AERODROME When assessing the suitability of an aerodrome for landing, the pilot should consider runway characteristics, aerodrome facilities and the complexity of the operating environment at that aerodrome. [applicable from 1 May 2025 – ED Decision 2024/007/R]				
ADDED GM1 SERA.14083 (c)(4)(i)(B) Radio communicat ion failure procedures	AIRCRAFT ADS-B CAPABILITIES Some aircraft equipped with first-generation ADS-B avionics can transmit a general emergency alert only, regardless of the code selected by the pilot. [applicable from 1 May 2025 – ED Decision 2024/007/R]				
ADDED AMC1 SERA.14083 (d) Radio communicat ion failure	 PROVISION OF AIR TRAFFIC CONTROL SERVICE IN CASE OF RADIO COMMUNICATION FAILURE (a) Except when the aircraft flying in accordance with instrument flight rules and experiencing communication failure transmits A7601, the air traffic controller should apply separation between that aircraft and other aircraft, based on the assumption that the aircraft will operate according to point <u>SERA.14083(c)(3)</u> and (4), until: (1) it is determined that the aircraft is following a procedure differing from those in point <u>SERA.14083(c)(3)</u> and (4) (e.g. observing that the aircraft sets the transponder code 7601), and that (b) should be applied; (2) through the use of electronic or other aids, the air traffic controller determines that actions differing from those required by point <u>SERA.14083(c)(3)</u> and (4) may be taken without impairing safety; or 				

	(3) positive information is received that the aircraft has landed.
(b)	The air traffic controller should take all possible actions to safeguard all aircraft concerned based on the assumption that an aircraft operating in accordance with visual flight rules or an aircraft operating in accordance with instrument flight rules transmitting A7601 will continue to fly in visual meteorological conditions, land at the nearest suitable aerodrome and report its arrival to the appropriate air traffic services unit by the most expeditious means.
(c)	Pertinent information should be given to other aircraft in the vicinity of the position or presumed position of the aircraft experiencing the failure.
(d)	If circumstances indicate that the controlled flight experiencing a communication failure might proceed to (one of) the alternate aerodrome(s) specified in the filed flight plan, the air traffic control unit(s) serving the alternate aerodrome(s) and any other air traffic control units that might be affected by a possible diversion should be informed of the circumstances of the failure and requested to attempt to establish communication with the aircraft at a time when the aircraft could possibly be within communication range. This should apply particularly when, by agreement with the operator or a designated representative, a clearance has been transmitted blind to the aircraft concerned to proceed to an alternate aerodrome, or when meteorological conditions at the aerodrome of intended landing are such that a diversion to an alternate is considered likely.
(e)	When an air traffic control unit at the arrival aerodrome has suspended normal operations in anticipation of the arrival of an aircraft experiencing communication failure, and that aircraft has not reported or landed within 30 minutes after:
	(1) the estimated time of arrival indicated by the pilot;
	(2) the estimated time of arrival calculated by the area control centre; or
	(3) the last acknowledged expected approach time, whichever is latest,
	pertinent information concerning the aircraft should be forwarded by ATC to aircraft operators, or their designated representatives, and pilots-in-command of any aircraft concerned, and normal control should be resumed if they so desire. It is the responsibility of the aircraft operators, or their designated representatives, and pilots-in-command of aircraft to determine whether they will resume normal operations or take other action.

	[appl	icable from 1 May 2025 – ED Decision 2024/007/R]
ADDED GM1 SERA.14083 (d) Radio communicat ion failure procedures	SEPARATIC Wher failur levels specir [appl	DN FOR ATS SURVEILLANCE SERVICES a controlled aircraft experiencing complete communication e is operating or expected to operate in an area and at flight s where an ATS surveillance service is applied, separation fied in AMC1 ATS.TR.210(c)(2) may continue to be used. <i>icable from 1 May 2025 – ED Decision 2024/007/R</i>]
ADDED GM2 SERA.14083 (d) Radio communicat ion failure procedures	ALERTING The p of <u>AN</u> requi ATS.T 2017, [appl	SERVICE Dertinent information to be provided as described in point (e) <u>MC1 SERA.14083(d)</u> does not preclude compliance with the rements on alerting service as described in point (R.405(a)(1) of Commission Implementing Regulation (EU) (373. Dicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED GM1 SERA.14085 Use of blind transmissio n	PROVISION The p in the aircra <u>SERA</u>	N OF ATC SERVICE TO OTHER FLIGHTS provision of air traffic control service to other flights operating e airspace concerned will be based on the premise that an off experiencing communication failure will comply with point 14083. Vicable from 1 May 2025 – ED Decision 2024/007/R]
REVISED SERA.14090 Specific communicat ion procedures	(a) (b)	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. Air traffic advisory service Air traffic advisory service does not deliver "clearances" but only "advisory information" and it shall use the word "advise" or "suggest" when a course of action is proposed to an aircraft.
	(c)	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.

	(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:		
		 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. 		
		 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.		
	(e)	Clearances on standard instrument departure and standard instrument arrival		
		Clearances on SID and/or STAR shall unambiguously indicate the constraints, where applicable.		
	[app	licable from 1 May 2025 – Regulation (EU) 2024/404]		
	(2)	Mayomant of vehiclos		
SFRA 14090	(a)			
Specific communicat ion procedures		Phraseologies for the movement of vehicles, other than tow- tractors, 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)	Air traffic advisory service		
		Air traffic advisory service does not deliver 'clearances' but only 'advisory information' and it shall use the word 'advise' or 'suggest' when a course of action is proposed to an aircraft.		
	(c)	Indication of heavy wake turbulence category		
		(1) For aircraft in the heavy wake turbulence category,		

	 the word 'Heavy' shall be included immediately after the aircraft call sign in the initial radiotelephony contact between such aircraft and ATS units. (2) For specific aircraft in the heavy wake turbulence category, as identified by the competent authority, the word 'Super' shall be included immediately after the aircraft call sign in the initial radiotelephony contact between such aircraft and ATS units. (d) Procedures related to weather deviation When the pilot initiates communications with ATC, a rapid response may be obtained by stating 'WEATHER DEVIATION REQUIRED' to indicate that priority is desired on the frequency and for ATC response. When necessary, the pilot shall initiate communications using the urgency call 'PAN PAN' (preferably spoken three times).
ADDED GM1 SERA.14090 (a) Specific communicat ion procedures	VEHICLE TRAFFIC ON THE MANOEUVRING AREA Specific communication procedures and signals are detailed in point 3.1.3 of <u>Appendix 1</u> 'Signals' to the Annex to Commission Implementing Regulation (EU) No 923/2012. [applicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED GM1 SERA.14090 (d)(4) Specific communica tion procedures	ACTONS TO BE TAKEN WHEN AIR TRAFFIC CONTROLLER–PILOT COMMUNICATIONS ARE ESTABLISHED Pilots should contact ATC as soon as possible with requests for clearance in order to provide adequate time for the request to be assessed and acted upon. [applicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED AMC1 SERA.14090 (e) Specific communica tion procedures	 CLEARANCES ON STANDARD INSTRUMENT DEPARTURE (SID) (a) Clearances to aircraft on a SID with remaining published level and/or speed restrictions should indicate if such restrictions are to be followed or are cancelled. The following phraseologies should be used with the following meanings: (1) CLIMB VIA SID TO (level): (i) climb to the cleared level and comply with published level restrictions;

	(ii)	follow the lateral profile of the SID; and
	(iii)	comply with published speed restrictions or ATC-issued speed control instructions as applicable.
(2)	CLIM	IB VIA SID TO (level), CANCEL LEVEL RESTRICTION(S):
	(i)	climb to the cleared level; published level restrictions are cancelled;
	(ii)	follow the lateral profile of the SID; and
	(iii)	comply with published speed restrictions or ATC-issued speed control instructions as applicable.
(3)	CLIM AT (p	IB VIA SID TO (level), CANCEL LEVEL RESTRICTION(S) oint(s)):
	(i)	climb to the cleared level; published level restriction(s) at the specified point(s) is (are) cancelled;
	(ii)	follow the lateral profile of the SID; and
	(iii)	comply with published speed restrictions or ATC-issued speed control instructions as applicable.
(4)	CLIM	B VIA SID TO (level), CANCEL SPEED RESTRICTION(S):
	(i)	climb to the cleared level and comply with published level restrictions;
	(ii)	follow the lateral profile of the SID; and
	(iii)	published speed restrictions and ATC- issued speed control instructions are cancelled.
(5)	CLIM AT (p	IB VIA SID TO (level), CANCEL SPEED RESTRICTION(S) oint(s)):
	(i)	climb to the cleared level and comply with published level restrictions;
	(ii)	follow the lateral profile of the SID; and
	(iii)	published speed restrictions are cancelled at the specified point(s).
(6)	CLIM (leve REST	IB UNRESTRICTED TO (level) or CLIMB TO l), CANCEL LEVEL AND SPEED RICTION(S):
	(i)	climb to the cleared level; published level restrictions are cancelled;
	(ii)	follow the lateral profile of the SID; and
	(iii)	published speed restrictions and ATC-issued

			speed control instructions are cancelled.			
	(b)	lf th restri be us	ere are no remaining published level or speed ictions on the SID, the phrase CLIMB TO (level) should sed.			
	(c)	When subsequent speed restriction instructions a issued, and if the cleared level is unchanged, the phra CLIMB VIA SID TO (level) should be omitted.				
	(d)	When a departing aircraft is cleared to proceed direct to a published waypoint on the SID, the speed and level restrictions associated with the bypassed waypoints are cancelled. All remaining published speed and level restrictions should remain applicable.				
	(e)	When proce spee the a	n a departing aircraft is vectored or cleared to eed to a point that is not on the SID, all published and level restrictions of the SID are cancelled and air traffic controller should:			
		(1)	reiterate the cleared level;			
		(2)	provide speed and level restrictions as necessary; and			
		(3)	notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the SID.			
	(f)	ATC i	instructions to an aircraft to rejoin a SID should include:			
		(1)	the designator of the SID to be rejoined, unless advance notification of rejoining has been provided in accordance with point (e);			
		(2)	the cleared level in accordance with point (a); and			
		(3)	the position at which it is expected to rejoin the SID.			
	[app	licable	e from 1 May 2025 – ED Decision 2024/007/R]			
ADDED	CLEARAN	CES C	ON STANDARD INSTRUMENT ARRIVAL (STAR)			
SERA.14090 (e) Specific communicat ion	(a) Clearances to aircraft on a STAR with remaining published level and/or speed restrictions should indicate if such restrictions are to be followed or are cancelled. The following phraseologies should be used with the following meanings:					
procoduroo		(1)	DESCEND VIA STAR TO (level):			
			 descend to the cleared level and comply with published level restrictions; 			
			(ii) follow the lateral profile of the STAR; and			
			 (iii) comply with published speed restrictions or ATC-issued speed control instructions as applicable. 			
		(2)	DESCEND VIA STAR TO (level), CANCEL LEVEL			

		REST	RICTION(S):
		(i)	descend to the cleared level; published level restrictions are cancelled;
		(ii)	follow the lateral profile of the STAR; and
		(iii)	comply with published speed restrictions or ATC-issued speed control instructions as applicable.
	(3)	DES(REST	CEND VIA STAR TO (level), CANCEL LEVEL TRICTION(S) AT (point(s)):
		(i)	descend to the cleared level; published level restriction(s) at the specified point(s) are cancelled;
		(ii)	follow the lateral profile of the STAR; and
		(iii)	comply with published speed restrictions or ATC-issued speed control instructions as applicable.
	(4)	DES(REST	CEND VIA STAR TO (level), CANCEL SPEED 'RICTION(S):
		(i)	descend to the cleared level and comply with published level restrictions;
		(ii)	follow the lateral profile of the STAR; and
		(iii)	published speed restrictions and ATC- issued speed control instructions are cancelled.
	(5)	DES(REST	CEND VIA STAR TO (level), CANCEL SPEED 'RICTION(S) AT (point(s)):
		(i)	descend to the cleared level and comply with published level restrictions;
		(ii)	follow the lateral profile of the STAR; and
		(iii)	published speed restrictions are cancelled at the specified point(s).
	(6)	DESO TO (l REST	CEND UNRESTRICTED TO (level) or DESCEND evel), CANCEL LEVEL AND SPEED RICTION(S):
		(i)	descend to the cleared level; published level restrictions are cancelled;
		(ii)	follow the lateral profile of the STAR; and
		(iii)	published speed restrictions and ATC- issued speed control instructions are cancelled.
(b)	lf the restr	re are iction:	no remaining published level or speed s on the STAR, the phrase DESCEND TO (level)

		should be used.				
	(c)	When subsequent speed restriction instructions are issued and if the cleared level is unchanged, the phrase DESCEND VIA STAR TO (level) should be omitted.				
	(d)	When an arriving aircraft is cleared to proceed direct to a published waypoint on the STAR, the speed and level restrictions associated with the bypassed waypoints are cancelled. All remaining published speed and level restrictions should remain applicable.				
	(e)	When an arriving aircraft is vectored or cleared to proceed to a point that is not on the STAR, all the published speed and level restrictions of the STAR are cancelled and the air traffic controller should:				
		(1) reiterate the cleared level;				
		(2) provide speed and level restrictions as necessary; and				
		(3) notify the pilot if it is expected that the aircraft will be instructed to subsequently rejoin the STAR.				
	(f)	ATC instructions to an aircraft to rejoin a STAR should include:				
		 the designator of the STAR to be rejoined, unless advance notification of rejoining has been provided in accordance with point (e); 				
		(2) the cleared level on rejoining the STAR in accordance with point (a); and				
		(3) the position at which it is expected to rejoin the STAR.				
	[appl	licable from 1 May 2025 – ED Decision 2024/007/R]				
ADDED SERA.14100 Notification of suspected	(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:				
communica		(1) aircraft identification;				
or other		(2) departure aerodrome;				
public		(3) destination aerodrome;				
health risk		(4) estimated time of arrival;				
aircraft		(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.
ADDED GM1 SERA.14100 Notification of suspected communica ble diseases or other public health risk on board an aircraft	SYMPTOMS OF SUSPECTED COMMUNICABLE DISEASES A communicable disease may be suspected and require further evaluation if a person has certain combined signs or symptoms: for example, fever (temperature of 38 °C/100 °F or greater), appearing obviously unwell, persistent coughing, impaired breathing, persistent diarrhoea, persistent vomiting, skin rash, bruising or bleeding without previous injury, or confusion of recent onset. [Reference to Note 1 of point 8.15 of Chapter 8 of ICAO Annex 9 – Facilitation] [applicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED GM2 SERA.14100 Notification of suspected communica ble diseases or other public health risk on board an aircraft	ACTIONS OF THE PUBLIC HEALTH AUTHORITY The public health authority (PHA) may contact the representative or operating agency of the aircraft operator as well as the aerodrome operator, if applicable, for subsequent coordination with the aircraft concerning clinical details and aerodrome preparation. Depending on the communication facilities available to the aircraft operator or its designated representative, it may not be possible to communicate with the aircraft until it is closer to its destination. Apart from the initial notification to the air traffic services unit while en route, ATC communication channels should be avoided. [applicable from 1 May 2025 – ED Decision 2024/007/R]
ADDED	

GM3	INFORMATION TO THE DEPARTURE AERODROME					
SERA.14100 Notification of suspected communica ble diseases or other public health risk on board an aircraft	The purpose of providing information to the departure aerodrome is to prevent the potential spread of a communicable disease, or other public health risk, through other aircraft departing from the that aerodrome. <i>[applicable from 1 May 2025 – ED Decision 2024/007/R]</i>					
<mark>ADDED</mark> GM4	MEANS OF TRANSMISSION OF INFORMATION					
SERA.14100 Notification of suspected communica ble diseases or other public health risk on board an aircraft	The Aeronautical Fixed Telecommunications Network (AFTN) (urgency message), telephone, fax or other means of transmission may be used by the air traffic services unit. [applicable from 1 May 2025 – ED Decision 2024/007/R]					
REVISED Appendix 1	1.2 Distress signals					
Signals	 (a) a signal made by radiotelegraphy or by any other signalling method consisting of the group SOS (— — — in the Morse Code); 					
	[applicable from 1 May 2025 – Regulation (EU) 2024/404					
	3. SIGNALS FOR AERODROME TRAFFIC					
	3.1 Light and pyrotechnic signals 3.1.1 Instructions for aircraft					
	[applicable from 1 May 2025 – Regulation (EU) 2024/404]					



	4 MARSHALLING SIGNALS
	(b) for helicopters /VTOL-capable aircraft, where the signalman/marshaller can best be seen by the pilot.
	[applicable from 1 May 2025 – Regulation (EU) 2024/1111]
REMOVED	1.2 Distress signals
Signals	 (a) a signal made by radiotelegraphy or by any other signalling method consisting of the group SOS (—— — in the Morse Code);
	[applicable until 30 April 2025 – Regulation (EU) 2016/1185]
	5 SIGNALS FOR AERODROME TRAFFIC
	3.1 Light and pyrotechnic signals
	3.1.1 Instructions
	[applicable until 30 April 2025 – Regulation (EU) 2016/1185
	<i>Equivalence of the signalman/marshaller can best be seen by the pilot.</i>
	[applicable until 30 April 2025 – Regulation (EU) 2016/1185]
REVISED Appendix 2 Unmanned	5. FLIGHT NOTIFICATION 5.3

Dalloons	[applicable from 1 May 2025 – Regulation (EU) 2024/404]
REMOVED Appendix 2 Unmanned free balloons	 5. FLIGHT NOTIFICATION 5.3 5.3.1 The operator shall notify the appropriate air traffic services unit immediately 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. [applicable until 30 April 2025 – Regulation (EU) 2016/1185]
Appendix 5 Technical specificatio ns related to aircraft observation s and reports by voice communicat ions	 [NEW FORM ADDED] 1. CONTENTS OF AIR-REPORTS 1.1. Position reports and special air-reports 1.1.1. Section 1 of the model set out in point A is obligatory for position reports and special air-reports, although Items 5 and 6 thereof may be omitted. Section 2 shall be added, in whole or in part, only when so requested by the operator or its designated representative, or when deemed necessary by the pilot-in-command. Section 3 shall be included in special air-reports. 1.1.2. Condition prompting the issuance of a special air-report are to be selected from the list presented in point SERA.12005(a). 1.1.3. In the case of special air-reports containing information on volcanic activity, a post-flight report shall be made using the volcanic activity reporting form (Model VAR) set out in point B. All elements which are observed shall be recorded and indicated respectively in the appropriate places on the form Model VAR. 1.1.4. Special air-reports shall be issued as soon as practicable after a phenomenon calling for a special air-report has been observed. 2. DETAILED REPORTING INSTRUCTIONS 2.1. Items of an air-report shall be reported in the order in which

 MESSAGE TYPE DESIGNATOR. Report "SPECIAL" for a special air-report.
Section 1
Item 1 – AIRCRAFT IDENTIFICATION. Report the aircraft radiotelephony call sign as prescribed in point <u>SERA.14050</u> .
Item 2 – POSITION. Report position in latitude (degrees as 2 numerics or degrees and minutes as 4 numerics, followed by "North" or "South") and longitude (degrees as 3 numerics or degrees and minutes as 5 numerics followed by "East" or "West"), or as a significant point identified by a coded designator (2 to 5 characters), or as a significant point followed by magnetic bearing (3 numerics) and distance in nautical miles from the point. Precede significant point with "ABEAM", if applicable.
Item 3 – TIME. Report time in hours and minutes UTC (4 numerics) unless reporting time in minutes past the hour (2 numerics) is prescribed on the basis of regional air navigation agreements. The time reported must be the actual time of the aircraft at the position and not the time of origination or transmission of the report. Time shall always be reported in hours and minutes UTC when issuing a special air-report.
Item 4 – FLIGHT LEVEL OR ALTITUDE. Report flight level by 3 numerics when on standard pressure altimeter setting. Report altitude in metres followed by "METRES" or in feet followed by "FEET" when on QNH. Report "CLIMBING" (followed by the level) when climbing or "DESCENDING" (followed by the level) when descending to a new level after passing the significant point.
Item 5 – NEXT POSITION AND ESTIMATED TIME OVER. Report the next reporting point and the estimated time over such reporting point, or report the estimated position that will be reached one hour later, according to the position reporting procedures in force. Use the data conventions specified in Item 2 for position. Report the estimated time over this position. Report time in hours and minutes UTC (4 numerics) unless reporting time in minutes past the hour (2 numerics) as prescribed by regional air navigation agreements.
Item 6 – ENSUING SIGNIFICANT POINT. Report the ensuing significant point following the "next position and estimated time over". Section 2
Item 7 – ESTIMATED TIME OF ARRIVAL. Report the name of the aerodrome of the first intended landing, followed by the estimated time of arrival at this aerodrome in hours and minutes UTC (4 numerics).
Item 8 – ENDURANCE. Report "ENDURANCE" followed by fuel/energy endurance in hours and minutes (4 numerics).
SECTION 3
one of the following phenomena encountered or observed:
 Moderate turbulence as "TURBULENCE MODERATE"

Severe turbulence as "TURBULENCE SEVERE"
The following specifications apply:
 Moderate – Conditions in which moderate changes in aircraft attitude and/or altitude may occur but the aircraft remains in positive control at all times. Usually, small variations in airspeed. Changes in accelerometer readings of 0,5 g to 1,0 g at the aircraft's centre of gravity. Difficulty in walking. Occupants feel strain against seat belts. Loose objects move about.
 Severe – Conditions in which abrupt changes in aircraft attitude and/or altitude occur; aircraft may be out of control for short periods. Usually, large variations in airspeed. Changes in accelerometer readings greater than 1,0 g at the aircraft's centre of gravity. Occupants are forced violently against seat belts. Loose objects are tossed about.
— Moderate
icing as "ICING
MODERATE"
Severe icing as
"ICING
SEVERE"
The following specifications apply:
 Moderate – Conditions in which change of heading and/or altitude may be considered desirable.
 Severe – Conditions in which immediate change of heading and/or altitude is considered essential.
 Severe mountain wave as "MOUNTAIN WAVE SEVERE"
The following specification applies:
 Severe – Conditions in which the accompanying downdraft is 3,0 m/s (600 ft/min) or more and/or severe turbulence is encountered.
 Thunderstorm without hail as
"THUNDERSTORM"
Thunderstorm with hail as
"THUNDERSTORM WITH HAIL"
The following specification applies:
Only report those thunderstorms which are:
 obscured in haze, or

	— embedded in cloud, or
	 widespread, or
	— forming a squall line.
— He "S	avy duststorm or sandstorm as "DUSTSTORM HEAVY" or ANDSTORM HEAVY"
— Vo	lcanic ash cloud as "VOLCANIC ASH CLOUD"
— Pre "Pl ER	e-eruption volcanic activity or a volcanic eruption as REERUPTION VOLCANIC ACTIVITY" or "VOLCANIC UPTION"
	The following specification applies:
	"Pre-eruption volcanic activity" in this context means unusual and/or increasing volcanic activity which could presage a volcanic eruption.
— Go	od braking action as "BRAKING ACTION GOOD"
— Go TO	od to medium braking action as "BRAKING ACTION GOOD MEDIUM"
— Me	dium braking action as "BRAKING ACTION MEDIUM"
— Me ME	dium to poor braking action as "BRAKING ACTION DIUM TO POOR"
— Ро	or braking action as "BRAKING ACTION POOR"
— Le: TH	ss than poor braking action as "BRAKING ACTION LESS AN 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.
2.2 Inform VAR aero	ation recorded on the volcanic activity reporting form (Model is not for transmission by RTF but, on arrival at an drome, is to be delivered without delay by the operator or a

flight crew member to the aerodrome meteorological office. If such an office is not easily accessible, the completed form shall be delivered in accordance with local arrangements agreed upon between MET and ATS providers and the aircraft operator.	
3. FORWARDING OF METEOROLOGICAL INFORMATION RECEIVED BY VOICE COMMUNICATIONS	
When receiving special air-reports, ATS units shall forward these air- reports without delay to the associated meteorological watch office (MWO). In order to ensure assimilation of air- reports in ground-based automated systems, the elements of such reports shall be transmitted using the data conventions specified below and in the order prescribed.	
 ADDRESSEE. Record the station called and, when necessary, relay required. 	
 MESSAGE TYPE DESIGNATOR. Record "ARS" for a special air- report. 	
 AIRCRAFT IDENTIFICATION. Record the aircraft identification using the data convention specified for Item 7 of the flight plan, without a space between the operator's designator and the aircraft registration or flight identification, if used. 	
Section 1	
Item 0 – POSITION. Record position in latitude (degrees as 2 numerics or degrees and minutes as 4 numerics, followed, without a space, by N or S) and longitude (degrees as 3 numerics or degrees and minutes as 5 numerics, followed without a space by E or W), or as a significant point identified by a coded designator (2 to 5 characters), or as a significant point followed by magnetic bearing (3 numerics) and distance in nautical miles (3 numerics) from the point. Precede significant point with "ABEAM", if applicable.	
Item 1 – TIME. Record time in hours and minutes UTC (4 numerics).	
Item 2 – FLIGHT LEVEL OR ALTITUDE. Record "F" followed by 3 numerics (e.g. "F310") when a flight level is reported. Record altitude in metres followed by "M" or in feet followed by "FT" when an altitude is reported. Record "ASC" (level) when climbing or "DES" (level) when descending.	
Section 3	
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.
	4. SPECIFIC PROVISIONS RELATED TO REPORTING WIND SHEAR AND VOLCANIC ASH
	4.1. Reporting of wind shear
	4.1.1. When reporting aircraft observations of wind shear encountered during the climb- out and approach phases of flight, the aircraft type shall be included.
	4.1.2. Where wind shear conditions in the climb-out or approach phases of flight were reported or forecast but not encountered, the pilot-in-command shall advise the appropriate air traffic services unit as soon as practicable unless the pilot-in- command is aware that the appropriate air traffic services unit has already been so advised by a preceding aircraft.
	4.2. Post-flight reporting of volcanic activity
	On arrival of a flight at an aerodrome, the completed report of volcanic activity shall be delivered by the aircraft operator or a flight crew member, without delay, to the aerodrome meteorological office, or if such office is not easily accessible to arriving flight crew members, the completed form shall be dealt with in accordance with local arrangements agreed upon between MET and ATS providers and the aircraft operator.
	4.2.1. The completed report of volcanic activity received by an aerodrome meteorological office shall be transmitted without delay to the meteorological watch office responsible for the provision of meteorological watch for the flight information region in which the volcanic activity was observed.
	[applicable from 1 May 2025 – Regulation (EU) 2024/404]
	[applicable from 1 May 2025 – Regulation (EU) 2024/1111 (for Item 8 – ENDURANCE.)]
REMOVED	

Appendix 5		1. CONTENTS OF AIR-REPORTS
specificatio	1.1.	Position reports and special air-reports
ns related to aircraft observation s and reports by voice communicat ions		 1.1.1. Section 1 of the model set out in point A is obligatory for position reports and special airreports, although Items 5 and 6 thereof may be omitted. Section 2 shall be added, in whole or in part, only when so requested by the operator or its designated representative, or when deemed necessary by the pilot-in-command. Section 3 shall be included in special air-reports.
		1.1.2. Condition prompting the issuance of a special air- report are to be selected from the list presented in point <u>SERA.12005(a)</u> .
		1.1.3. In the case of special air-reports containing information on volcanic activity, a post-flight report shall be made using the volcanic activity reporting form (Model VAR) set out in point B. All elements which are observed shall be recorded and indicated respectively in the appropriate places on the form Model VAR.
		1.1.4. Special air-reports shall be issued as soon as practicable after a phenomenon calling for a special air-report has been observed.
		2. DETAILED REPORTING INSTRUCTIONS
	2.1.	Items of an air-report shall be reported in the order in which they are listed in the model AIREP SPECIAL form.
		MESSAGE TYPE DESIGNATOR. Report 'SPECIAL' for a special air-report.
		Section 1
		<i>Item</i> 1 — AIRCRAFT IDENTIFICATION. Report the aircraft radiotelephony call sign as prescribed in point <u>SERA.14050</u> .
		<i>Item 2</i> — POSITION. Report position in latitude (degrees as 2 numerics or degrees and minutes as 4 numerics, followed by 'North' or 'South') and longitude (degrees as 3 numerics or degrees and minutes as 5 numerics followed by 'East' or 'West'), or as a significant point identified by a coded designator (2 to 5 characters), or as a significant point followed by magnetic bearing (3 numerics) and distance in nautical miles from the point. Precede significant point with 'ABEAM', if applicable.
		Item $3 - TIME$. Report time in hours and minutes UTC (4 numerics) unless reporting time in minutes past the hour (2 numerics) is prescribed on the basis of regional air navigation agreements. The time reported must be the actual time of the aircraft at the position and not the time

of origination or transmission of the report. Time shall always be reported in hours and minutes UTC when issuing a special air-report.
Item 4 — FLIGHT LEVEL OR ALTITUDE. Report flight level by 3 numerics when on standard pressure altimeter setting. Report altitude in metres followed by 'METRES' or in feet followed by 'FEET' when on QNH. Report 'CLIMBING' (followed by the level) when climbing or 'DESCENDING' (followed by the level) when descending to a new level after passing the significant point.
Item 5 — NEXT POSITION AND ESTIMATED TIME OVER. Report the next reporting point and the estimated time over such reporting point, or report the estimated
3. CONTENTS OF AIR-REPORTS
3.1. Position reports and special air-reports
3.1.1. Section 1 of the model set out in point A is obligatory for position reports and special air- reports, although Items 5 and 6 thereof may be omitted. Section 2 shall be added, in whole or in part, only when so requested by the operator or its designated representative, or when deemed necessary by the pilot-in-command. Section 3 shall be included in special air-reports.
3.1.2. Condition prompting the issuance of a special air- report are to be selected from the list presented in point SERA .12005(a).
3.1.3. In the case of special air-reports containing information on volcanic activity, a post-flight report shall be made using the volcanic activity reporting form (Model VAR) set out in point B. All elements which are observed shall be recorded and indicated respectively in the appropriate places on the form Model VAR.
3.1.4. Special air-reports shall be issued as soon as practicable after a phenomenon calling for a special air-report has been observed.
4. DETAILED REPORTING INSTRUCTIONS
4.1. Items of an air-report shall be reported in the order in which they are listed in the model AIREP SPECIAL form.
MESSAGE TYPE DESIGNATOR. Report 'SPECIAL' for a special air-report.
Section 1
<i>Item 1</i> — AIRCRAFT IDENTIFICATION. Report the aircraft radiotelephony call sign as prescribed in point <u>SERA.14050</u> .

Item 2 — POSITION. Report position 2 numerics or degrees and minutes as by 'North' or 'South') and longitude (or degrees and minutes as 5 numeric 'West'), or as a significant point ic designator (2 to 5 characters), or followed by magnetic bearing (3 num nautical miles from the point. Precede 'ABEAM', if applicable.	n latitude (degrees as 4 numerics, followed degrees as 3 numerics s followed by 'East' or dentified by a coded as a significant point nerics) and distance in e significant point with
Item 3 — TIME. Report time in hour numerics) unless reporting time in mi numerics) is prescribed on the k navigation agreements. The time re actual time of the aircraft at the posi of origination or transmission of the always be reported in hours and mine a special air-report.	s and minutes UTC (4 nutes past the hour (2 pasis of regional air eported must be the tion and not the time he report. Time shall utes UTC when issuing
Item 4 — FLIGHT LEVEL OR ALTITUDE 3 numerics when on standard press Report altitude in metres followed b followed by 'FEET' when on QNH (followed by the level) when climb (followed by the level) when desce after passing the significant point.	. Report flight level by ure altimeter setting. by 'METRES' or in feet . Report 'CLIMBING' ing or 'DESCENDING' nding to a new level
<i>Item 5</i> — NEXT POSITION AND EST Report the next reporting point and over such reporting point, or report t	IMATED TIME OVER. I the estimated time he estimated
 Thunderstorm without hail as '1 thunderstorm with hail as 'THU HAIL'; 	HUNDERSTORM', NDERSTORM WITH
The following specification app	lies:
Only report those thunderstor	ns which are:
 obscured in haze, or 	
— embedded in cloud, or	
— widespread, or	
 forming a squall line. 	
 Heavy duststorm or sandstorr HEAVY' or 'SANDSTORM HEAV 	n as 'DUSTSTORM 'Y';
 Volcanic ash cloud as 'VOLCAN 	IIC ASH CLOUD';
 Pre-eruption volcanic activity eruption as 'PRE-ERUPTION V or 'VOLCANIC ERUPTION'; 	or a volcanic ′OLCANIC ACTIVITY'
The following specification app	lies:
'Pre-eruption volcanic activit	y' in this context

means unusual and/or increasing volcanic activity which could presage a volcanic eruption.
4.2. Information recorded on the volcanic activity reporting form (Model VAR) is not for transmission by RTF but, on arrival at an aerodrome, is to be delivered without delay by the operator or a flight crew member to the aerodrome meteorological office. If such an office is not easily accessible, the completed form shall be delivered in accordance with local arrangements agreed upon between MET and ATS providers and the aircraft operator.
5. FORWARDING OF METEOROLOGICAL INFORMATION RECEIVED BY VOICE COMMUNICATIONS
When receiving special air-reports, ATS units shall forward these air-reports without delay to the associated meteorological watch office (MWO). In order to ensure assimilation of air-reports in ground-based automated systems, the elements of such reports shall be transmitted using the data conventions specified below and in the order prescribed.
 ADDRESSEE. Record the station called and, when necessary, relay required.
 MESSAGE TYPE DESIGNATOR. Record 'ARS' for a special air- report.
 AIRCRAFT IDENTIFICATION. Record the aircraft identification using the data convention specified for Item 7 of the flight plan, without a space between the operator's designator and the aircraft registration or flight identification, if used.
Section 1
<i>Item 0</i> — POSITION. Record position in latitude (degrees as 2 numerics or degrees and minutes as 4 numerics, followed, without a space, by N or S) and longitude (degrees as 3 numerics or degrees and minutes as 5 numerics, followed without a space by E or W), or as a significant point identified by a coded designator (2 to 5 characters), or as a significant point followed by magnetic bearing (3 numerics) and distance in nautical miles (3 numerics) from the point. Precede significant point with 'ABEAM', if applicable.
Item 1 — TIME. Record time in hours and minutes UTC (4 numerics).
Item 2 — FLIGHT LEVEL OR ALTITUDE. Record 'F' followed by 3 numerics (e.g. 'F310') when a flight level is reported. Record altitude in metres followed by 'M' or in feet followed by 'FT' when

α and β is a second of $A \subseteq C'$ (level) where slightly $\alpha \in (D \subseteq C')$
(level) when descending.
Section 2
<i>Item 9</i> — 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 duststorm or sandstorm as 'HVY SS',
— 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.
6. SPECIFIC PROVISIONS RELATED TO REPORTING WIND SHEAR AND VOLCANIC ASH
6.1. Reporting of wind shear
6.1.1. When reporting aircraft observations of wind shear encountered during the climb-out and approach phases of flight, the aircraft type shall be included.
6.1.2. Where wind shear conditions in the climb-out or approach phases of flight were reported or forecast but not encountered, the pilot-in- command shall advise the appropriate ATS unit as soon as practicable unless the pilot-in- command is aware that the appropriate ATS unit has already been so advised by a preceding aircraft.
6.2. Post-flight reporting of volcanic activity
6.2.1. On arrival of a flight at an aerodrome, the
completed report of volcanic activity shall be delivered by the aircraft operator or a flight crew member, without delay, to the aerodrome meteorological office, or if such office is not easily accessible to arriving flight crew members, the
completed form shall be dealt with in

		accordance with local arrangements agreed upon between MET and ATS providers and the aircraft operator.	
	 6.2.2. The completed report of volcanic activity received by an aerodrome meteorological office shall be transmitted without delay to the meteorological watch office responsible for the provision of meteorological watch for the flight information region in which the volcanic activity was observed. [applicable until 30 April 2025 – Regulation (EU) 2016/1185] 		
REMOVED Supplement to the ANNEX	Difference A03-07 ICAO Annex 3 Chapter 5	or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima: (b) by ATC: (1) during day only, unless otherwise permitted by the competent authority; (2)(1) the ground visibility is not less than 1500 m or, for helicopters, not less than 800 m; (2) the ceiling is less than 180 m (600 ft). 7 New provision. Implementing Regulation (EU) No 923/2012, paragraph <u>SERA.12005</u> , specifies: (b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.	
	[applicable until 30 April 2025 – Regulation (EU) 2016/1185]		