

**CAA Decision to amend AMC and GM for UK Reg (EU) No. 923/2012  
pursuant to Article 76(3) of UK Reg (EU) 2018/1139**

**DECISION No. 9**

**Publication date: 18 October 2021**

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**Decision amending Acceptable Means of Compliance (AMC) and Guidance Material (GM) for UK Reg (EU) No. 923/2012, Standardised European Rules of the Air (SERA), to amend AMC and GM relating to SERA.6001(a)(3),(4),(5),(6) and (7)**

**Background**

CAA UK-EU Transition Decision No. 1 dated 22 December 2020 adopted a form of Acceptable Means of Compliance (“**AMC**”) as a means by which the requirements in Regulation (EU) No. 923/2012 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 (“**UK Reg (EU) No. 923/2012**”) could be met. That decision also adopted Guidance Material (“**GM**”) as non-binding, explanatory and interpretation material on how to achieve the requirements in that Regulation. The CAA has decided to adopt revisions to the previously adopted AMC and GM in respect of that Regulation.

**Decision**

1. The CAA, under Article 76(3) of Regulation (EU) 2018/1139, as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018, has decided to adopt the AMC and GM attached at Schedule 1.
2. This AMC and GM supplements and/or replaces that which was adopted for UK Reg (EU) No. 923/2012 Annex ‘Rules of the Air’ by CAA UK-EU Transition Decision No. 1 dated 22 December 2020.
3. This Decision supersedes Official Record Series 9 No. 8, which is revoked.
4. This Decision will remain in force unless revoked or amended by the CAA.
5. The AMC and GM attached at Schedule 1 to this Decision comes into force on 18 October 2021.

**Definitions**

All references to UK Reg (EU) 2018/1139 and to UK Reg (EU) No. 923/2012 are to those Regulations as retained and amended in UK domestic law pursuant to the European Union (Withdrawal) Act 2018.

A handwritten signature in black ink, appearing to read 'Rob Bishton', with a long horizontal stroke extending to the right.

Rob Bishton  
For the Civil Aviation Authority and the United Kingdom

Date of Decision: 18 October 2021

Date of Decision Coming into force: 18 October 2021

## Schedule 1

### Includes the Acceptable Means of Compliance (AMC) and Guidance Material (GM) documents referenced below.

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

- (a) ~~Text to be deleted is shown struck through~~;
- (b) New text is highlighted in grey;
- (c) ~~Text to be deleted is shown struck through~~ followed by the replacement text which is highlighted in grey.

### AMC/GM to SERA.6001

#### AMC1 SERA.6001 Classification of airspaces

##### GENERAL

Where ATS airspaces adjoin vertically, i.e. one above the other, flights at a common level should comply with the requirements of, and be given services applicable to, the less restrictive class of airspace.

#### GM1 SERA.6001 Classification of airspaces

##### GENERAL

- (a) Class B airspace is considered less restrictive than Class A airspace; Class C airspace less restrictive than Class B airspace, etc.
- (b) The speed limitation of 250 kt for VFR flights in airspace Classes C, D, E, F, G and for IFR flights in airspace Classes D, E, F, G is intended to facilitate visual acquisition of flights which are not separated.
- (c) Wherever there is a need to accommodate within a given airspace class operations compatible with a less restrictive class, the following may be used:
  - (1) reclassification of the airspace concerned;
  - (2) redesigning the volume of airspace concerned by defining airspace restrictions or reservations, or subvolumes of less restrictive classes of airspace (e.g. corridors).

#### AMC1 SERA.6001 (a)(3);(4);(5);(6);(7) Classification of airspaces

ORS9 CAA Decision No.9

##### SPEED LIMITATION – SAFETY ASSESSMENT AND APPROVAL BY THE ~~COMPETENT AUTHORITY~~ CAA

Approval by the ~~competent authority~~ CAA of an alleviation of the 250 knot speed limitation below 3 050 m (10 000 ft) may be granted for particular activities within specific airspace classes. Such an approval should be based on a safety assessment and procedures submitted by the operator and

be subject to The conditions stipulated by the CAA for granting such alleviation should be specified in the Member State Aeronautical Information Publication (AIP).

## GM1 SERA.6001 (a)(3);(4);(5);(6);(7) Classification of airspaces

ORS9 CAA Decision No.9

### SPEED LIMITATION — SAFETY ASSESSMENT AND APPROVAL BY THE ~~COMPETENT AUTHORITY~~ CAA

- (a) When applying to the CAA for an approval to exceed the airspace speed limit, the following should, as a minimum, be considered when developing the safety assessment and proposed operational procedures.
- (1) Activities requiring flight in excess of the airspace speed limit such as:
    - (i) aerobatics;
    - (ii) Flying Display practice and participation;
    - (iii) training for the purpose of attaining specific qualification(s) in the aeroplane concerned; or
    - (iv) transitfor which approvals are being sought.
  - (2) Air traffic, airspace classes requirements, and airspace design, the procedures designed for the airspace, and the potential use of clearances to maintain own separation as described in GM1 to SERA.8005(b) the minimum safe speed stated in the approved Aircraft Flight Manual (AFM) of the relevant aircraft types.
  - (3) Rationale for exceeding the airspace speed limit: type of aircraft involved including the relevant performance data stated in the approved Aircraft Flight Manual (AFM), proposed speeds and maximum durations at those speeds, and why such flight cannot take place above 3 050 m (10,000 ft) AMSL.
  - (4) Measures to protect other relevant airspace users including the filing of a flight plan, seeking where possible a surveillance-based air traffic service (and consideration of actions in the event such an air traffic service is unavailable), use of appropriate collision warning equipment as required, and flight planning and preparation to avoid known areas of high traffic density.
  - (5) Flight crew training and experience in conducting these activities and managing crew workload.
- (b) Operators of historic or ex-military aircraft requiring an airspace speed limit approval should refer to additional guidance published by the CAA on this topic. The safety assessment should be developed in coordination with the relevant airspace users.
- (c) Coordination should be ensured with the affected airspace users who should provide the data necessary for the development of the safety assessment.
- (d) The competent authority should ensure that the aircraft types eligible for such alleviation are specified in the Member State Aeronautical Information Publication.

## GM2 SERA.6001 (a)(3);(4);(5);(6);(7) Classification of airspaces

ORS9 CAA Decision No.9

### SPEED LIMITATION — SAFETY ASSESSMENT AND APPROVAL BY THE COMPETENT AUTHORITY CAA

- (a) For localised alleviations from the speed limitation, the safety assessment is normally conducted by the ATS provider and is subject to approval by the competent authority CAA.
- (b) Where alleviation is applied universally across UK the airspace of the Member State, the competent authority CAA will ensure that appropriate safety assessment has been conducted.

## AMC1 SERA.6001 (a)(8) Classification of airspaces

### GENERAL

Class F airspace should only be implemented where the air traffic services are inadequate for the provision of air traffic control, and the limited advice on collision hazards otherwise provided by flight information service will not be adequate. Where air traffic advisory service is implemented, this should be considered as a temporary measure only until such time as it can be replaced by air traffic control service or, in cases where the traffic situation changes such that advisory service is no longer required, replaced by flight information service.

## GM1 SERA.6001 (a)(8) Classification of airspaces

### DURATION OF TEMPORARY MEASURE

- (a) When establishing Class F airspace, its intended temporary duration after which it should be replaced by an alternative classification should be specified in the AIP of the Member State.
- (b) The intended temporary duration of Class F airspace should not be longer than 3 years.

### EXAMPLE

- (c) Certain CTR airspace may change its classification on a daily basis (e.g. from 06:00 to 20:00 the airspace is classified as Class A, and from 20:00 until 23:59 and from 00:00 until 05:59 is classified as Class F). In this case, the duration of these arrangements should not exceed 3 years.