



Miscellaneous

No: 1545 Correction

UK Regulation (EU) 2018/1139

Publication date: 10 May 2022

General Exemption E 5708

UK Standardised European Rules of the Air – VFR Flights Within the Manchester Low Level Route

Background

- 1) The change to the visual meteorological conditions (VMC) minima introduced by the Aviation Safety (Amendment) Regulations 2021 necessitates the stipulation of an enhanced VMC minima for operation within the Manchester Low Level Route consisting of class D airspace. This is alongside the necessity to maintain the historic operation of the Manchester Low Level Route (LLR) such that visual flight rules (VFR) flights, operating in accordance with the specified conditions for flight within the route, may proceed without an air traffic control (ATC) clearance.
- 2) An exemption is not a permanent solution to enable the operation of this volume of airspace. As part of its work to review the classification of airspace, the CAA intends to consider whether reclassifying the volume of airspace containing the LLR as class G would be appropriate. Any such change will be subject to the CAA's procedure to review the classification of airspace as set out in CAP 1991, including a final regulatory decision on the proposal by the Airspace Regulation Team within the CAA. If that process does not result in the airspace being reclassified, another solution will be considered.

Interpretation

- 3) In this exemption, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced as "UK Regulation (EU) year/number" or "UK Regulation (EU) No. number/year".
- 4) "(UK) SERA" means the Annex to UK Reg. (EU) No. 923/2012 the '(UK) Standardised European Rules of the Air (SERA)', and references to SERA followed by a number mean the corresponding provision within the (UK) SERA.

Exemption

- 5) The Civil Aviation Authority (CAA), pursuant to article 71(1) of UK Regulation (EU) 2018/1139, exempts any aircraft being flown within the Manchester Low Level Route as notified in the United Kingdom Aeronautical Information Publication at EGCC AD2.22 from the requirement at

SERA.6001(4) (Classification of airspaces) to be subject to an air traffic control (ATC) clearance when it is flying in accordance with the conditions in paragraph 6.

- 6) The conditions specified in paragraph 5 are that the aircraft is flown:
 - a) in accordance with SERA.5005 (Visual flight rules) (VFR);
 - b) at a speed which, according to its airspeed indicator, is 140 knots or less, in order to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision;
 - c) in a flight visibility of at least 5 kilometres; and,
 - d) in accordance with the radiocommunications and secondary surveillance radar transponder operation procedures applicable to the Manchester Low Level Route as notified at UK AIP EGCC AD2.22.
- 7) The CAA, pursuant to article 71(1) of UK Regulation (EU) 2018/1139, exempts Manchester ATC from the requirement at SERA.8001(b) (Application) to provide an ATC service to VFR flights operating within the Manchester Low Level Route when flying in accordance with the conditions in paragraph 6.
- 8) This exemption supersedes Official Record Series 4 No. 1489, which is revoked.

Date in Force

- 9) This exemption has effect from the date it is signed, until 31 May 2024, both dates inclusive, unless previously revoked.

Note: Corrected to address typographical errors in paragraphs 5, 6 ,7 and explanatory note 6.

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for the Civil Aviation Authority

10 May 2022

Explanatory Notes:

- 1) SERA Article 2(28) defines 'air traffic control (ATC) clearance' as the means of authorisation for an aircraft to proceed under conditions specified by an air traffic control unit.
- 2) This exemption does not include exemption from the requirements of SERA.5005(b) (Visual Flight Rules) for flight elsewhere within the Manchester Control Zone or in the Liverpool Control Zone. Nor does it include exemption from the requirement for special VFR flights to be in receipt of an ATC clearance for flight within the Manchester Low Level Route.

- 3) Aviation Safety (Amendment) Regulation 2021 introduces alternative VMC visibility and distance from cloud minima into SERA.5001 table S5-1. Pilots of aircraft (including helicopters) operating in accordance with VFR within the Manchester Low Level Route and without an ATC clearance are required to operate in a flight visibility of at least 5 kilometres.
- 4) Pilots of aircraft (other than helicopters) intending to operate within the Manchester Low Level Route with a flight visibility of less than 5 km are to request a Special VFR clearance and be in receipt of an ATC service from Manchester ATC.
- 5) Pilots of helicopters intending to operate within the Manchester Low Level Route with a flight visibility of less than 5 km are to request a VFR or Special VFR clearance and be in receipt of an air traffic control service from Manchester ATC.
- 6) ORS4 No 1496 'Standardised European Rules of the Air – Exceptions to the Minimum Height Requirements' Paragraph 8(c) permits an aircraft be flown below the minimum height requirements specified in SERA.5005 and SERA.5015 if it is flown in accordance with normal aviation practice and is flying in accordance with a notified procedure. The CAA considers the procedures described in UK AIP EGCC AD2.22 for the Manchester Low Level Route to be notified for the purposes of ORS4 No 1496 Paragraph 8(c).
- 7) Pilots of aircraft flown within the Manchester Low Level Route in accordance with the VFR are responsible at all times for their own separation from all other flights when flying along the Low-Level Route.