

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

**DECISION No. 18**

**Publication date: 15 December 2022**

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**Decision amending Guidance Material (GM) for UK Reg (EU) No 923/2012 Article 2 and  
the Annex**

**Background**

1. CAA UK-EU Transition Decision No. 1 adopted a form of Acceptable Means of Compliance (“**AMC**”) as the 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 **UK Reg (EU) No 923/2012**. The CAA has decided to adopt revised GM in respect of **UK Reg (EU) No 923/2012**.
2. The purpose of this Decision is to amend aspects of the GM to account for changes to the source International Civil Aviation Organisation (“**ICAO**”) Standards and Recommended Practices (“**SARPs**”) and Procedures for Air Navigation Services (“**PANS**”), and to reflect extant UK operational practise(s). These provisions and practises have been implemented through Civil Aviation Publications (“**CAPs**”), in accordance with the CAA’s obligations under the Civil Aviation Act 1982, the Air Navigation Order (“**ANO**”) and the Civil Aviation Authority (Chicago Convention) Directions 2022.

**Decision**

1. The CAA, under Article 76(3) of Regulation (EU) No 2018/1139 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018, has decided to adopt the GM attached at Schedule 1.
2. This GM supplements and/or replaces that which was adopted for **UK Reg (EU) No 923/2012** Article 2 and the Annex by CAA UK-EU Transition Decision No. 1 dated 22 December 2020.
3. This Decision will remain in force unless revoked or amended by the CAA.

**Definitions**

All references 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 flourish extending to the right.

Rob Bishton  
For the Civil Aviation Authority and the United Kingdom

Date of Decision: 15 December 2022

Date of Decision Coming into force: 23 March 2023

## Schedule 1

**Includes the 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.

### **GM to Article 2 UK Reg (EU) No 923/2012 ‘Standardised European Rules of the Air’**

#### **GM1 Article 2(33) ATS airspaces**

##### **GENERAL**

ATS airspaces are classified as class A to G as described in SERA.6001.

#### **GM1 Article 2(51) Change-over point**

Change-over points are established to provide the optimum balance in respect of signal strength and quality between ~~ground~~ facilities at all levels to be used and to ensure a common source of azimuth guidance for all aircraft operating along the same portion of a route segment.

#### **GM1 Article 2(73) Filed flight plan (FPL)**

When the word ‘message’ is used as a suffix to this term, it denotes the content and format of the filed flight plan data as transmitted.

### **GM to the Annex to UK Reg (EU) No 923/2012 ‘Standardised European Rules of the Air’**

#### **GM1 SERA.3210(d)(3) Right-of-way**

##### **USE OF UNSERVICEABLE STOP BARS — CONTINGENCY MEASURES**

When considering contingency arrangements for situations where the stop bars cannot be turned off because of a technical problem, the air traffic service provider should take into account that such contingency arrangements should significantly differ from normal operations and should not undermine the principle that a lit stop bar must not be crossed. The service provider may consider, inter alia, the following:

In situations where the lit stop bars cannot be turned off because of a technical problem, the following contingency measures may, inter alia, be considered:

- (a) physically disconnecting the respective lit stop bar from its power supply;
- (b) physically obscuring the lights of the lit stop bar; or
- (c) using a different route, until the malfunctioning system has been repaired, providing for a marshaller or a follow-me vehicle to lead the aircraft to cross the lit stop bar.

Where (a) or (b) are implemented, a marshaller or a follow-me vehicle may need to be provided to lead the aircraft to cross the stop bar. Moreover, where (b) is implemented, care should be exercised to ensure the correct implementation of the measure to avoid flight crew misunderstanding.

In any case, the measures taken should not undermine the principle that a lit stop bar must not be crossed.

## GM1 SERA.3210(d)(4)(ii)(B) Right-of-way

### CONTROL OF PERSONS AND VEHICLES AT AERODROMES

In prescribing the minimum separation methods between vehicles and taxiing aircraft, the availability of lighting, markings, signals and signage should normally be taken into account.

## GM1 SERA.8015(e)(1) Air traffic control clearances

### CHANGE IN CLEARANCE REGARDING THE ROUTE

The nature of the change should include a description of the route and levels to the point where it joins the previously cleared route, or, if the aircraft will not re-join the previous route, to the destination.

## GM1 SERA.12020(a)(2) Exchange of air-reports

### SPECIAL AND NON-ROUTINE AIR-REPORTS TO THE ASSOCIATED METEOROLOGICAL WATCH OFFICE (MWO)

The transmission of special and non-routine air-reports relating to the runway braking action encountered is not required.