
STATUTORY INSTRUMENTS

2021 No. 1203

The Aviation Safety (Amendment) (No. 3) Regulations 2021

PART 3

Amendment of retained direct minor EU legislation

CHAPTER 3

Amendment of [Commission Regulation \(EU\) No 139/2014](#)

Amendment of Annex 1 to [Commission Regulation \(EU\) No 139/2014](#)

- 13.**—(1) Annex 1 (definitions for terms used in Annexes 2 to 4) is amended as follows.
- (2) After point (6) (definition of “aeronautical information service”), insert—
- “(6a) “Aeronautical Information Circular (AIC)” means a notice containing information that does not qualify for the origination of a NOTAM or for inclusion in the AIP, but which relates to flight safety, air navigation, technical, administrative or legislative matters;
- (6b) “aeronautical information product” means aeronautical data and aeronautical information provided either as digital data sets or as a standardised presentation in paper or electronic media. Aeronautical information products include the following:
- AIP, including amendments and supplements,
 - AIC,
 - aeronautical charts,
 - NOTAM,
 - digital data sets;
- (6c) “Aeronautical Information Publication (AIP)” means a publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation;”.
- (3) After point (15) (definition of “clearway”), insert—
- “(15a) “contaminated” in relation to a runway, means where its surface area (whether in isolated areas or not) within the length and width being used is covered in significant part by one or more of the substances listed under the runway surface condition descriptors;”.
- (4) After point (17) (definition of “data quality”), insert—
- “(17a) “data set” means an identifiable collection of data;”.
- (5) After point (18) (definition of “declared distances”), insert—
- “(18a) “dry”, in respect of runway conditions, means that the surface of the runway is free of visible moisture and not contaminated within the area intended to be used;”.
- (6) After point (24) (definition of “landing distance available (LDA)”), insert—
- “(24a) “Location Indicators” means the “Location Indicators” (Doc 7910), approved and published by the International Civil Aviation Organization;”.

(7) After point (34) (definition of “non-instrument runway”), insert—

“(34a) “NOTAM” means a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations;

(34b) “NOTAM code” means the code contained in the “Procedures for Air Navigation Services – ICAO Abbreviations and Codes” (PANS ABC – Doc 8400), approved and published by the International Civil Aviation Organization;”.

(8) After point (38) (definition of “runway”), insert—

“(38a) “runway condition code (RWYCC)” means a number, to be used in the runway condition report (RCR), that describes the effect of the runway surface condition on aeroplane deceleration performance and lateral control;

(38b) “runway condition report (RCR)” means a comprehensive standardised report relating to the conditions of the runway surface and their effects on the aeroplane landing and take-off performance, described by means of a runway condition code;

(38c) “runway strip” means a defined area including the runway and stopway, if provided, intended to:

- reduce the risk of damage to aircraft running off a runway;
- protect aircraft flying over it during take-off or landing operations;

(38d) “runway surface condition” means a description of the condition of the runway surface used in the RCR which establishes the basis for the determination of the RWYCC for aeroplane performance purposes;

(38e) “runway surface condition descriptors” means one of the following substances on the surface of the runway:

- compacted snow: snow that has been compacted into a solid mass such that aeroplane tyres, at operating pressures and loadings, will run on the surface without significant further compaction or rutting of the surface;
- dry snow: snow from which a snowball cannot readily be made;
- frost: ice crystals formed from airborne moisture on a surface whose temperature is at or below freezing; frost differs from ice in that frost crystals grow independently and therefore, have a more granular texture;
- ice: water that has frozen or compacted snow that has transitioned into ice in cold and dry conditions;
- slush: snow that is so water-saturated that water will drain from it when a handful is picked up or will splatter if stepped on forcefully;
- standing water: water of depth greater than 3 mm;
- wet ice: ice with water on top of it or ice that is melting;
- wet snow: snow that contains enough water to be able to make a well compacted, solid snowball, but water will not squeeze out;”.

(9) After point (41) (“definition of “safety management system”), insert—

“(41a) “slippery wet”, in respect of runway conditions, means that the surface friction characteristics of a wet runway or a significant portion of it have been determined to be degraded;

(41b) “SNOWTAM” means a special series NOTAM given in a standard format, which provides a surface condition report notifying the presence or cessation of conditions due to

snow, ice, slush, frost or water associated with snow, slush, ice, or frost on the movement area;”.

(10) For point (47) (“definition of terms of the certificate”) substitute—

“(47) “terms of the certificate” means the following:

- ICAO Location Indicators,
- conditions to operate (VFR/IFR, day/night),
- runway,
- declared distances,
- runway types and approaches provided,
- aerodrome reference code,
- scope of aircraft operations with higher aerodrome reference code letter,
- provision of apron management services (yes/no),
- rescue and firefighting level of protection;”.

(11) For point (48) (“definition of visual aids”) substitute—

“(48) “visual aids” means indicators and signalling devices, markings, lights, signs and markers or combinations of these;”.

(12) After point (48), insert—

“(49) “wet” in respect of runway conditions, means that the surface is covered by any visible dampness or water up to and including 3 mm deep within the area intended to be used.”.