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ANNEX I

Definitions for terms used in Annexes II to IV

For the purpose of this Regulation the following definitions shall apply:

- (1) ‘Acceptable Means of Compliance (AMC)’ means non-binding standards adopted by the [F1CAA] to illustrate means to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules;
- (2) ‘accelerate-stop distance available (ASDA)’ means the length of the take-off run available plus the length of the stopway, if provided;
- (3) ‘aerodrome control service’ means an air traffic control (ATC) service for aerodrome traffic;
- (4) ‘aerodrome equipment’ means any equipment, apparatus, appurtenance, software or accessory, that is used or intended to be used to contribute to the operation of aircraft at an aerodrome;
- (5) ‘aeronautical data’ means a representation of aeronautical facts, concepts or instructions in a formalised manner suitable for communication, interpretation or processing;
- (6) ‘aeronautical information service’ means a service established within the defined area of coverage responsible for the provision of aeronautical information and data necessary for the safety, regularity, and efficiency of air navigation;
- (6a) [F2“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;]
- (7) ‘air navigation services’ means air traffic services; communication, navigation and surveillance services; meteorological services for air navigation; and aeronautical information services;
- (8) ‘air traffic services’ means the various flight information services, alerting services, air traffic advisory services and air traffic control services (area, approach and aerodrome control services);
- (9) ‘air traffic control (ATC) service’ means a service provided for the purpose of:

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1. preventing collisions:
 - between aircraft, and
 - in the manoeuvring area between aircraft and obstructions; and
 2. expediting and maintaining an orderly flow of air traffic;
- (10) ‘aircraft stand’ means a designated area on an apron intended to be used for parking an aircraft;
- (11) ‘aircraft stand taxilane’ means a portion of an apron designated as a taxiway and intended to provide access to aircraft stands only;
- (12) ‘alternative means of compliance’ are those that propose an alternative to an existing Acceptable Means of Compliance or those that propose new means to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules for which no associated Acceptable Means of Compliance have been adopted by the [F3CAA];
- (13) ‘alerting service’ means a service provided to notify relevant organisations regarding aircraft in need of search and rescue aid, and to assist such organisations as required;
- (14) ‘apron taxiway’ means a portion of a taxiway system located on an apron and intended to provide a through taxi-route across the apron;
- (15) ‘clearway’ means a defined rectangular area on the ground or water under the control of the appropriate entity, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height;
- (15a) [F4“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;]
- (16) ‘dangerous goods’ means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Technical Instructions;
- (17) ‘data quality’ means a degree or level of confidence that the data provided meet the requirements of the data user in terms of accuracy, resolution and integrity;
- (17a) [F5“data set” means an identifiable collection of data;]
- (18) ‘declared distances’ means:
 - ‘take-off run available (TORA)’,
 - ‘take-off distance available (TODA)’,
 - ‘accelerate-stop distance available (ASDA)’,
 - ‘landing distance available (LDA)’;
- (18a) [F6“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;]
- (19) ‘flight information service’ means a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights;
- (20) ‘human factors principles’ means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface

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- between the human and other system components by proper consideration to human performance;
- (21) ‘human performance’ means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations;
- (22) [^{F7}‘instrument runway’ means one of the following types of runways intended for the operation of aircraft using instrument approach procedures:
1. ‘non-precision approach runway’ : a runway served by visual aids and at least one non-visual aid, intended for landing operations following a type A instrument approach operation;
 2. ‘precision approach runway, category I’ : a runway served by visual aids and at least one non-visual aid, intended for landing operations following a type B CAT I instrument approach operation;
 3. ‘precision approach runway, category II’ : a runway served by visual aids and at least one non-visual aid, intended for landing operations following a type B CAT II instrument approach operation;
 4. ‘precision approach runway, category III’ : a runway served by visual aids and at least one non-visual aid, intended for landing operations following a type B CAT IIIA, IIIB or IIIC instrument approach operation to and along the surface of the runway;]
- (23) ‘integrity’ means a degree of assurance that an aeronautical data and its value has not been lost nor altered since the data origination or authorized amendment;
- (24) ‘landing distance available (LDA)’ means the length of runway which is declared available and suitable for the ground run of an aeroplane landing;
- (24a) [^{F8}‘Location Indicators’ means the “Location Indicators” (Doc 7910), approved and published by the International Civil Aviation Organization;]
- (25) ‘low visibility procedures’ means procedures applied at an aerodrome for the purpose of ensuring safe operations during lower than Standard Category I, other than Standard Category II, Category II and III approaches and low visibility take-offs;
- (26) ‘low visibility take-off (LVTO)’ means a take-off with a runway visual range (RVR) lower than 400 m but not less than 75 m;
- (27) ‘lower than Standard Category I operation’ means a Category I instrument approach and landing operation using Category I decision height (DH), with a runway visual range (RVR) lower than would normally be associated with the applicable decision height (DH) but not lower than 400 m;
- (28) ‘manoeuvring area’ means that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons;

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- (29) ‘meteorological services’ means those facilities and services that provide aircraft with meteorological forecasts, briefs and observations as well as any other meteorological information and data provided by States for aeronautical use;
- (30) ‘marker’ means an object displayed above ground level in order to indicate an obstacle or delineate a boundary;
- (31) ‘marking’ means a symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information;
- (32) ‘movement area’ means that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft consisting of the manoeuvring area and the apron(s);
- (33) ‘navigation services’ means those facilities and services that provide aircraft with positioning and timing information;
- (34) ‘non-instrument runway’ means a runway intended for the operation of aircraft using visual approach procedures;
- (34a) [^{F9}“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;]
- (35) ‘other than Standard Category II operation’ means a precision instrument approach and landing operation using ILS or MLS where some or all of the elements of the precision approach Category II light system are not available, and with:
- decision height (DH) below 200 ft but not lower than 100 ft; and
 - runway visual range (RVR) of not less than 350 m;
- (36) ‘oversight planning cycle’ means a time period in which continued compliance is verified;
- (37) ‘rapid exit taxiway’ means a taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimising runway occupancy times;
- (38) ‘runway’ means a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft;
- (38a) [^{F10}“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;

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- (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’;]
- (39) ‘runway type’ means instrument runway or non-instrument runway;
- (40) ‘runway visual range (RVR)’ means the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line;
- (41) ‘safety management system’ means a systematic approach to managing safety including the necessary organisational structure, accountabilities, policies and procedures;
- (41a) [F11“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;]
- (42) ‘stopway’ means a defined rectangular area on the ground at the end of take-off run available prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take-off;
- (43) ‘take-off distance available (TODA)’ means the length of the take-off run available plus the length of the clearway, if provided;
- (44) ‘take-off run available (TORA)’ means the length of runway declared available and suitable for the ground run of an aeroplane taking off;
- (45) ‘taxiway’ means a defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including:
- aircraft stand taxilane,

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- apron taxiway,
 - rapid exit taxiway;
- (46) ‘Technical Instructions’ means the latest effective edition of the ‘Technical Instructions for the Safe Transport of Dangerous Goods by Air’ (Doc 9284-AN/905), including the Supplement and any Addenda, approved and published by the International Civil Aviation Organization;
- (47) [^{F12}“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;]
- (47a) [^{F13}‘type A instrument approach operation’ means an instrument approach operation with a minimum descent height or decision height at or above 75 m (250 ft);
- (47b) ‘type B instrument approach operation’ means an instrument approach operation with a decision height below 75 m (250 ft). Type B instrument approach operations are categorised as follows:
1. Category I (CAT I) : a decision height not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range not less than 550 m;
 2. Category II (CAT II) : a decision height lower than 60 m (200 ft), but not lower than 30 m (100 ft) and a runway visual range not less than 300 m;
 3. Category IIIA (CAT IIIA) : a decision height lower than 30 m (100 ft) or no decision height and a runway visual range not less than 175 m;
 4. Category IIIB (CAT IIIB) : a decision height lower than 15 m (50 ft) or no decision height and a runway visual range less than 175 m, but not less than 50 m;
 5. Category IIIC (CAT IIIC) : no decision height and no runway visual range limitation;]
- (48) [^{F14}“visual aids” means indicators and signalling devices, markings, lights, signs and markers or combinations of these;]

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- (49) [F15^c“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.]

Textual Amendments

- F1** Word in Annex 1 point (1) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **419** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), **12**); 2020 c. 1, **Sch. 5 para. 1(1)**
- F2** Annex 1 points (6a)-(6c) inserted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **13(2)**
- F3** Word in Annex 1 point (12) substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), regs. 1, **419** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), **12**); 2020 c. 1, **Sch. 5 para. 1(1)**
- F4** Annex 1 point (15a) inserted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **13(3)**
- F5** Annex 1 point (17a) inserted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **13(4)**
- F6** Annex 1 point (18a) inserted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **13(5)**
- F7** Substituted by [Commission Regulation \(EU\) 2018/401 of 14 March 2018 amending Regulation \(EU\) No 139/2014 as regards the classification of runways](#).
- F8** Annex 1 point (24a) inserted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **13(6)**
- F9** Annex 1 points (34a), (34b) inserted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **13(7)**
- F10** Annex 1 points (38a)-(38e) inserted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **13(8)**
- F11** Annex 1 points (41a), (41b) inserted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **13(9)**
- F12** Annex 1 point (47) substituted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **13(10)**
- F13** Inserted by [Commission Regulation \(EU\) 2018/401 of 14 March 2018 amending Regulation \(EU\) No 139/2014 as regards the classification of runways](#).
- F14** Annex 1 point (48) substituted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **13(11)**
- F15** Annex 1 point (49) inserted (20.11.2021) by [The Aviation Safety \(Amendment\) \(No. 3\) Regulations 2021 \(S.I. 2021/1203\)](#), regs. 1(2), **13(12)**

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