



Miscellaneous

No: 1159

Regulation (EU) No. 923/2012

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General Exemption E 4166

Standardised European Rules of the Air - Special VFR in Control Zones

- 1) The Civil Aviation Authority, on behalf of the United Kingdom, with the consent of the Secretary of State for Transport and pursuant to article 14(4) of Regulation (EC) No. 216/2008 of 20 February 2008, exempts any aircraft being flown within the UK in accordance with a Special VFR clearance from the requirements of SERA.5010 (Special VFR in control zones) of the Annex to Commission Implementing Regulation (EU) No. 923/2012 of 26 September 2012 (Standardised European Rules of the Air (SERA)) when it is flying in accordance with the conditions in paragraph 2.
- 2) The conditions specified in paragraph 1 are that:
 - a) the aircraft is flown:
 - (i) clear of cloud and with the surface in sight;
 - (ii) in a flight visibility of not less than 1,500 m or, for helicopters, not less than 800 m; and
 - (iii) at speed of 140 kts indicated airspeed or less to give adequate opportunity to observe any obstacles in time to avoid a collision; and
 - b) the aircraft does not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit, when the reported meteorological conditions at that aerodrome are below the following minima:
 - (i) the ground visibility is less than 1,500 m or, for helicopters, less than 800 m; and
 - (ii) the ceiling is less than 180 m (600 ft).
- 3) This exemption supersedes Official Record Series 4 No. 1119, which is revoked.
- 4) Terms used in this exemption have the same meaning as in SERA.
- 5) This exemption has effect from 2 June 2016 until 31 August 2016, both dates inclusive, unless previously revoked.

M Swan
for the Civil Aviation Authority

9 March 2016

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Explanatory Note:

- 1) As defined in article 255(1) of the Air Navigation Order 2009, 'with the surface in sight' means with the flight crew being able to see sufficient surface features or surface illumination to enable the flight crew to maintain the aircraft in a desired attitude without reference to any flight instrument and 'when the surface is not in sight' is to be construed accordingly.