



Miscellaneous

No: 1389

Regulation (EU) No. 923/2012

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General Exemption E5083 and Authorisation

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**Standardised European Rules of the Air – VFR and Special VFR Flights Within the Manchester Low Level Route**

- 1) The Civil Aviation Authority (CAA), on behalf of the United Kingdom, with the consent of the Secretary of State for Transport and pursuant to article 71(1) of Regulation (EU) No. 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) of the Annex to Commission Implementing Regulation (EU) No. 923/2012 (Standardised European Rules of the Air (SERA)) to be subject to an ATC clearance when it is flying in accordance with the conditions in paragraph 2.
- 2) The conditions specified in paragraph 1 are that the aircraft is flown either:
  - a) in accordance with SERA.5005 (Visual flight rules) (VFR), or;
  - b) as a Special VFR flight, subject to the conditions at paragraph 4.
- 3) The CAA, for the purposes of SERA.8005(b)(5) (Operation of air traffic control service) authorises that standard separation may not be provided between special VFR flights when operating within the Manchester Low Level Route in accordance with the conditions at paragraph 4.
- 4) The conditions specified in paragraphs 2(b) and 3 are that the aircraft is flown:
  - a) by day only;
  - b) clear of cloud, with the surface in sight;
  - c) at a speed which, according to its airspeed indicator, is 140 knots or less, to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and,
  - d) in a flight visibility of at least 5 kilometres; and
  - e) 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.
- 5) This exemption and authorisation supersedes Official Record Series 4 No. 1357, which is revoked.

- 6) This exemption and authorisation has effect from the date it is signed, until 31 May 2021, both dates inclusive, unless previously revoked.

D J Drake

for the Civil Aviation Authority

22 May 2020

**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) or SERA.5010 (Special VFR in control zones) for flight elsewhere within the Manchester Control Zone and additionally in the Liverpool Control Zone. Nor does it include exemption from the requirements of SERA.8005(b) (Operation of air traffic control service) regarding the requirement for clearances issued by air traffic control units to provide separation between IFR flights and special VFR flights.
- 3) The exemption from the requirements of SERA.8005(b) (Operation of air traffic control service) regarding the requirement for clearances issued by air traffic control units to provide separation between special VFR flights only applies within the Manchester Low Level Route as notified in the United Kingdom Aeronautical Information Publication at EGCC AD2.22. It does not apply elsewhere within the Manchester Control Zone.
- 4) As defined in Schedule 1 'Interpretation' of the Air Navigation Order 2016, '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.