



Miscellaneous

No: 1195

Regulation (EU) No. 923/2012

Publication date: 29 September 2016

General Exemption E 4312

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**Standardised European Rules of the Air - Visual Meteorological Conditions (VMC) Visibility and Distance from Cloud Minima within Class D Airspace**

- 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 at or below 3,000 feet above mean sea level and within Class D airspace from the requirements of SERA.5001 (VMC visibility and distance from cloud minima) Table S5-1 and SERA.5005(a) (visual flight rules) 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 the aircraft is flown:
  - a) by day only;
  - b) 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,
  - c) clear of cloud, with the surface in sight and:
    - i) if the aircraft is not a helicopter, in a flight visibility of at least 5 km; or
    - ii) if the aircraft is a helicopter, in a flight visibility of at least 1,500 m.
- 3) This exemption supersedes Official Record Series 4 No.1158, which is revoked.
- 4) This exemption has effect from the date it is signed until 30 September 2018, both dates inclusive, unless previously revoked.

Mark Swan  
for the Civil Aviation Authority

29 September 2016

**Explanatory Notes:**

- 1) This exemption does not include exemption from the requirements of SERA.5005(b) (Visual Flight Rules).
- 2) As defined in Schedule 1 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.