

**Appendix C - Proposal for amendment of  
the Regional Supplementary Procedures, EUR Region (Doc 7030/5)**

*(paragraph 4.1.12 refers)*

(Serial No.: EUR/NAT-S 11/xx – EUR 6-5)

a) **Regional Supplementary Procedures:**

Doc 7030/5 – EUR ~~Error! Unknown document property name.~~

b) **Proposed by:**

European Air Navigation Planning Group (EANPG)

c) **Proposed amendment:**

*Editorial Note:* Amendments are arranged to show deleted text using strikethrough (~~text to be deleted~~), and added text with grey shading (**text to be inserted**).

1. *Modify* the following in EUR SUPPs, Chapter 6 – Air Traffic Services (ATS), paragraph 6.5.2:

**6.5.2 Intersection take-off**

6.5.2.1 An aircraft may be cleared to depart from a published intersection take off position upon request of the pilot, or if initiated by ATC and accepted by the pilot, provided that all of the conditions of 6.5.2.2 to 6.5.2.5 ~~are met~~.

6.5.2.2 The ~~reduced-runway~~ declared distances for each published intersection take off position shall consist of the following:

- a) ~~reduced~~ take off run available (~~reduced~~ TORA) **from the intersection take-off position;**
- b) ~~reduced~~ take off distance available (~~reduced~~ TODA) **from the intersection take-off position; and**
- c) ~~reduced~~ accelerate stop distance available (~~reduced~~ ASDA) **from the intersection take-off position.**

6.5.2.3 The reference point from which the reduced runway declared distances for a published intersection take off position are measured shall be in accordance with the relevant provisions in the *Air Navigation Plan — European Region, Volume II — FASID* (Doc 7754), Part III — AOP.

6.5.2.4 ~~Reduced-runway~~ Declared distances for an intersection take off position shall be published in the relevant AIP, clearly distinguishable from full runway declared distances.

6.5.2.5 Information on the TORA from the intersection shall be issued when requested by an aircraft or whenever deemed necessary by the controller.

*Note.—See 10.4 for relevant radiotelephony (RTF) phraseology.*

6.5.2.5 ~~6~~ Signs shall be in accordance with Annex 14, Volume I.

2. *Modify the following in EUR SUPPs, Chapter 10 – Phraseology, paragraph 10.4:*

#### 10.4 AERODROME OPERATIONS

<i>Circumstances</i>	<i>Phraseologies</i>
Request for departure from an intersection take-off position	*REQUEST DEPARTURE FROM RUNWAY (number), INTERSECTION (designation or name of intersection)
Approval of requested departure from an intersection take-off position	APPROVED, TAXI TO HOLDING POINT RUNWAY (number), INTERSECTION (designation or name of intersection)
Denial of requested departure from an intersection take-off position	NEGATIVE, TAXI TO HOLDING POINT RUNWAY (number), INTERSECTION (designation or name of intersection)
ATC-initiated intersection take-off	ADVISE ABLE TO DEPART FROM RUNWAY (number), INTERSECTION (designation or name of intersection)
Advising reduced take-off run available from an intersection take-off position	REDUCED TAKE-OFF RUN AVAILABLE TORA RUNWAY (number), FROM INTERSECTION (designation or name of intersection), (distance in metres) <i>Note.—TORA pronounced TOR-AH</i>

\* Denotes pilot transmissions

d) **Date when proposal received:**

2 December 2011

e) **Proposer's reason for amendment:**

- At its 53<sup>rd</sup> meeting, the European Air Navigation Planning Group (EANPG) was advised of a conflict between phraseology currently endorsed for use in the ICAO EUR Region and the guidance provided in the *Manual on the Prevention of Runway Incursions* (Doc 9870). Specifically, Doc 9870 states that the words “take off” should only be used when an aircraft was cleared for take-off, or when a take-off clearance was cancelled.
- EANPG/53 agreed that the prevention of runway incursions was of paramount concern. Additionally, the EANPG noted the outcome of informal consultations which included seeking the advice of IFALPA on this matter. The informal consultation confirmed that it remained necessary to inform flight crews of the remaining take-off run available from an intersection, that referring to such distances as “reduced TORA” was ambiguous and that it was necessary to not use the term “TAKE OFF” except as recommended in Doc 9870. Furthermore, it was believed that the term “TORA”, pronounced as a spoken word, would be globally understood and that, perhaps, using this term, rather than “take-off run available” could have global applicability. In addition, the informal consultation showed that support existed for the global application of the proposed provisions and phraseology.
- EANPG/53 endorsed the enclosed proposal to address all of the issues noted above.

f) **Proposed implementation date of the amendment:**

Upon approval by the Council

g) **Action by the Secretary General:**

The proposal has been circulated to the following States and international organizations.

Afghanistan	Germany	Republic of Moldova
Albania	Ghana	Romania
Algeria	Greece	Russian Federation
Andorra	Guinea-Bissau	San Marino
Angola	Haiti	Saudi Arabia
Argentina	Hungary	Senegal
Armenia	Iceland	Serbia
Australia	India	Seychelles
Austria	Indonesia	Sierra Leone
Azerbaijan	Iran (Islamic Republic of)	Singapore
Bahamas	Iraq	Slovakia
Bahrain	Ireland	Slovenia
Bangladesh	Israel	Somalia
Belarus	Italy	South Africa
Belgium	Jamaica	Spain
Benin	Japan	Sri Lanka
Bhutan	Jordan	Sudan
Bosnia and Herzegovina	Kazakhstan	Suriname
Botswana	Kenya	Swaziland
Brazil	Kuwait	Sweden
Brunei Darussalam	Kyrgyzstan	Switzerland
Bulgaria	Latvia	Syrian Arab Republic
Burkina Faso	Lebanon	Tajikistan
Cameroon	Libyan Arab Jamahiriya	Thailand
Canada	Lithuania	The former Yugoslav Republic of Macedonia
Cape Verde	Luxembourg	Togo
Central African Republic	Madagascar	Trinidad and Tobago
Chad	Malaysia	Tunisia
Chile	Maldives	Turkey
China	Mali	Turkmenistan
Colombia	Malta	Uganda
Congo	Mauritania	Ukraine
Côte d'Ivoire	Mauritius	United Arab Emirates
Croatia	Mexico	United Kingdom
Cuba	Monaco	United Republic of Tanzania
Cyprus	Mongolia	United States
Czech Republic	Montenegro	Uruguay
Democratic People's Rep. of Korea	Morocco	Uzbekistan
Democratic Republic of the Congo	Mozambique	Venezuela
Denmark	Namibia	Viet Nam
Djibouti	Nepal	Yemen
Dominican Republic	Netherlands	Zambia
Ecuador	New Zealand	Zimbabwe
Egypt	Niger	
Eritrea	Nigeria	EUROCONTROL
Estonia	Norway	CANSO
Ethiopia	Oman	IACA
Finland	Pakistan	IAOPA
France	Paraguay	IATA
Gabon	Philippines	IBAC
Gambia	Poland	IFALPA
Georgia	Portugal	IFATCA
	Qatar	
	Republic of Korea	

h) **Secretariat's comments:**

The proposal presented to, and endorsed by, EANPG/53 resulted from focussed consultations involving the members of the EANPG Coordinating Group, the Secretariat and IFALPA. The IFALPA representative sought the input of that organization's Aerodrome Ground Environment and Air Traffic Services committees to provide his comments and recommendations.

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