

Phone: +353 (0)61 703750 Fax: +353 (0)61 366245 AFS: EINNZPZX Email: <a href="mailto:aisops@airnav.ie">aisops@airnav.ie</a> URL: <a href="https://www.airnav.ie">https://www.airnav.ie</a>	 AIRNAV Ireland Aeronautical Information Service Ballycasey Cross Co Clare V14 C446 Ireland	<b>AIRAC AIP AMDT 001/26</b> <b>Effective Date – 22 JAN 2026</b> <b>Publication Date – 11 DEC 2025</b>
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## PAGE REVISIONS

## AIRAC Changes incorporated in this Amendment are:

<b>GEN 0.2</b>	<b>Record of AIP Amendments:</b> Updated.
<b>GEN 0.3</b>	<b>Checklist of Valid AIP Supplements.</b> Updated.
<b>GEN 0.4</b>	<b>Checklist of AIP Pages:</b> Updated.
<b>GEN 1.7</b>	<b>Differences from ICAO Standards, Recommended Practices and Procedures:</b> Annex 2 – Insertion of new sections, Annex 10 – Insertion of new sections and removal of sections & Annex 11 – Insertion of new Sections.
<b>GEN 2.4</b>	<b>Location Indicators:</b> Insertion of new Airfield - EISB (Snug Beag).
<b>ENR 1.5</b>	<b>Holding Approach and Departure Procedures:</b> Update to Section 4.
<b>EIWF AD</b>	<b>Updated Sections:</b> AD 2.3 and AD 2.12. Incorporation of <b>PERM NOTAM B0260/24.</b>

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	22 JAN 2026/22 JAN 2026
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	22 JAN 2026/22 JAN 2026
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	22 JAN 2026/22 JAN 2026
GEN 1.7-1/GEN 1.7-34	GEN 1.7-1/GEN 1.7-34	22 JAN 2026/22 JAN 2026
GEN 2.4-1/GEN 2.4-2	GEN 2.4-1/GEN 2.4-2	22 JAN 2026/22 JAN 2026
ENR 1.5-1/ENR 1.5-2	ENR 1.5-1/ENR 1.5-2	22 JAN 2026/22 JAN 2026
EIWF AD 2-1/EIWF AD 2-12	EIWF AD 2-1/EIWF AD 2-12	22 JAN 2026/22 JAN 2026

New Supplements for this Amendment: **NR 001/26.**

Supplements Cancelled for this Amendment: **NR 018/23, NR 015/25.**

New AIC for this Amendment: **NR 001/26.**

AIC cancelled in this Amendment: **NR 005/04, NR 006/10, NR 019/15, NR 018/19.**

PERM NOTAM\* incorporated in this Amendment: **B0260/24.**

*\*Note: NOTAMC will be issued 14 days after effective date of this AIRAC AIP Amdt.*

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**GEN 0.3 Record of AIP Supplements**

NR/ Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
001/2026	Checklist of Valid AIP Supplements (SUP)	GEN	22-Jan-2026	-
015/2025	Checklist of Valid AIP Supplements (SUP)	GEN	27-Nov-2025	22-Jan-2026
014/2025	Cork Airport (EICK) - Halfway Roundabout VRP	EICK	27-Nov-2025	-
013/2025	SHANNON ENROUTE Special Procedures within SHANNON FIR/UIR/SOTA/NOTA for Atlantic Traffic	EISN	27-Nov-2025	-
011/2025	Ireland West (EIKN) Apron Bravo	EIKN	02-Oct-2025	-
010/2025	Ireland West (EIKN) ATIS	EIKN	02-Oct-2025	-
009/2025	Dublin Airport (EIDW) South Apron Taxiway Widening Works - Phase 2,3 and 4	EIDW	02-Oct-2025	-
007/2025	Shannon Airport (EINN) - Pavement Reconstruction Works on West, Central and East Apron Areas	EINN	04-Sep-2025	-
003/2025	Dublin Airport (EIDW) - Radio Navigation and Landing Aids	EIDW	20-Feb-2025	-
021/2024	Dublin Airport (EIDW) - Tower Cranes operating in the Vicinity of the Airport	EIDW	31-Oct-2024	-
020/2024	Dublin Airport (EIDW) - Tower Cranes erected adjacent to Terminal 2	EIDW	31-Oct-2024	-
018/2024	Dublin Airport (EIDW) - Installation of Visual Docking Guidance, Fixed Electrical Ground Power Services, Apron Pavement Rehabilitation and Changes to Aircraft Stands at Pier 1	EIDW	03-Oct-2024	-
011/2024	Waterford Airport (EIWF) Runway 03 NDB Approach	EIWF	11-Jul-2024	-
010/2024	Waterford Airport (EIWF) Revised MSA's	EIWF	11-Jul-2024	-
018/2023	Kerry (EIKY) - Tower Cranes at MTU Kerry North Campus, Tralee, Co. Kerry	EIKY	02-Nov-2023	22-Jan-2026
013/2023	Kerry (EIKY) NOTAM	EIKY	07-Sep-2023	-
022/2019	Shannon Airport (EINN) Radio Navigation and Landing Aids	EINN	10-Oct-2019	-
020/2019	Dublin Airport (EIDW) Radio Navigation and Landing Aids	EIDW	10-Oct-2019	-
Note: Cancelled Supplements may be requested from <a href="mailto:aipinfo@airnav.ie">aipinfo@airnav.ie</a>				

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## GEN 0.4

## Checklist of AIP Pages

New Pages \*

Page	Date	Page	Date	Page	Date
GEN 0		1.5-10	21 MAR 2024	GEN 2	
0.1-1	18 MAY 2023	1.5-11	21 MAR 2024	2.1-1	15 MAY 2025
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0.2-1	22 JAN 2026 *	1.5-13	21 MAR 2024	2.2-1	02 DEC 2021
0.2-2	22 JAN 2026 *	1.5-14	21 MAR 2024	2.2-2	02 DEC 2021
0.3-1	22 JAN 2026 *	1.6-1	02 MAR 2017	2.2-3	02 DEC 2021
0.3-2	22 JAN 2026 *	1.6-2	02 MAR 2017	2.2-4	02 DEC 2021
0.4-1	22 JAN 2026 *	1.6-3	02 MAR 2017	2.2-5	02 DEC 2021
0.4-2	22 JAN 2026 *	1.6-4	02 MAR 2017	2.2-6	02 DEC 2021
0.4-3	22 JAN 2026 *	1.6-5	02 MAR 2017	2.2-7	02 DEC 2021
0.4-4	22 JAN 2026 *	1.6-6	02 MAR 2017	2.2-8	02 DEC 2021
0.4-5	22 JAN 2026 *	1.7-1	22 JAN 2026 *	2.2-9	02 DEC 2021
0.4-6	22 JAN 2026 *	1.7-2	22 JAN 2026 *	2.2-10	02 DEC 2021
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0.4-8	22 JAN 2026 *	1.7-4	22 JAN 2026 *	2.2-12	02 DEC 2021
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0.5-2	30 OCT 2025	1.7-6	22 JAN 2026 *	2.2-14	02 DEC 2021
0.6-1	19 MAY 2022	1.7-7	22 JAN 2026 *	2.3-1	27 NOV 2025
0.6-2	19 MAY 2022	1.7-8	22 JAN 2026 *	2.3-2	27 NOV 2025
0.6-3	19 MAY 2022	1.7-9	22 JAN 2026 *	2.4-1	22 JAN 2026 *
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GEN 1		1.7-11	22 JAN 2026 *	2.5-1	12 JUN 2025
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1.1-3	19 MAY 2022	1.7-14	22 JAN 2026 *	2.6-2	11 FEB 2010
1.1-4	19 MAY 2022	1.7-15	22 JAN 2026 *	2.7-1	13 OCT 2016
1.2-1	22 FEB 2024	1.7-16	22 JAN 2026 *	2.7-2	13 OCT 2016
1.2-2	22 FEB 2024	1.7-17	22 JAN 2026 *	2.7-3	13 OCT 2016
1.2-3	22 FEB 2024	1.7-18	22 JAN 2026 *	2.7-4	13 OCT 2016
1.2-4	22 FEB 2024	1.7-19	22 JAN 2026 *	2.7-5	13 OCT 2016
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1.5-7	21 MAR 2024	1.7-32	22 JAN 2026 *	3.2-7	27 NOV 2025
1.5-8	21 MAR 2024	1.7-33	22 JAN 2026 *	3.2-8	27 NOV 2025
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3.2-12	27 NOV 2025	0.6-1	25 APR 2019	1.9-8	28 NOV 2024
3.2-13	27 NOV 2025	0.6-2	25 APR 2019	1.9-9	28 NOV 2024
3.2-14	27 NOV 2025	0.6-3	25 APR 2019	1.9-10	28 NOV 2024
3.3-1	12 JUN 2025	0.6-4	25 APR 2019	1.10-1	12 JUN 2025
3.3-2	12 JUN 2025		ENR 1	1.10-2	12 JUN 2025
3.3-3	12 JUN 2025	1.1-1	18 MAY 2023	1.10-3	12 JUN 2025
3.3-4	12 JUN 2025	1.1-2	18 MAY 2023	1.10-4	12 JUN 2025
3.4-1	21 MAR 2024	1.2-1	27 JAN 2022	1.10-5	12 JUN 2025
3.4-2	21 MAR 2024	1.2-2	27 JAN 2022	1.10-6	12 JUN 2025
3.4-3	21 MAR 2024	1.3-1	02 DEC 2021	1.10-7	12 JUN 2025
3.4-4	21 MAR 2024	1.3-2	02 DEC 2021	1.10-8	12 JUN 2025
3.4-5	21 MAR 2024	1.3-3	02 DEC 2021	1.10-9	12 JUN 2025
3.4-6	21 MAR 2024	1.3-4	02 DEC 2021	1.10-10	12 JUN 2025
3.4-7	21 MAR 2024	1.3-5	02 DEC 2021	1.10-11	12 JUN 2025
3.4-8	21 MAR 2024	1.3-6	02 DEC 2021	1.10-12	12 JUN 2025
3.5-1	08 OCT 2020	1.3-7	02 DEC 2021	1.10-13	12 JUN 2025
3.5-2	08 OCT 2020	1.3-8	02 DEC 2021	1.10-14	12 JUN 2025
3.5-3	08 OCT 2020	1.4-1	12 JUN 2025	1.10-15	12 JUN 2025
3.5-4	08 OCT 2020	1.4-2	12 JUN 2025	1.10-16	12 JUN 2025
3.5-5	08 OCT 2020	1.4-3	12 JUN 2025	1.10-17	12 JUN 2025
3.5-6	08 OCT 2020	1.4-4	12 JUN 2025	1.10-18	12 JUN 2025
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3.5-8	08 OCT 2020	1.5-2	22 JAN 2026 *	1.11-2	20 JUN 2019
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3.5-11	08 OCT 2020	1.6-3	11 AUG 2022	1.12-3	08 JUN 2006
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3.6-2	18 MAY 2023	1.6-6	11 AUG 2022	1.13-2	22 APR 2021
3.6-3	18 MAY 2023	1.6-7	11 AUG 2022	1.13-3	22 APR 2021
3.6-4	18 MAY 2023	1.6-8	11 AUG 2022	1.13-4	22 APR 2021
	GEN 4	1.7-1	16 MAY 2024	1.14-1	08 JUN 2006
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4.1-2	27 FEB 2020	1.7-3	16 MAY 2024	1.14-3	08 JUN 2006
4.2-1	18 MAY 2023	1.7-4	16 MAY 2024	1.14-4	08 JUN 2006
4.2-2	18 MAY 2023	1.8-1	06 OCT 2022	1.14-5	08 JUN 2006
	ENR 0	1.8-2	06 OCT 2022	1.14-6	08 JUN 2006
0.1-1	12 OCT 2017	1.8-3	06 OCT 2022		ENR 2
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0.4-2	12 OCT 2017	1.9-4	28 NOV 2024	2.1-7	30 OCT 2025
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2.2-4	21 MAR 2024	5.1-4	02 NOV 2023	0.2-1	07 MAR 2013
2.2-5	21 MAR 2024	5.2-1	18 MAY 2023	0.2-2	07 MAR 2013
2.2-6	21 MAR 2024	5.2-2	18 MAY 2023	0.3-1	07 MAR 2013
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3.3-3	07 SEP 2023	5.5-4	30 OCT 2025	0.6-5	25 FEB 2021
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3.3-6	07 SEP 2023	5.5-7	30 OCT 2025	0.6-8	25 FEB 2021
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3.3-8	07 SEP 2023	5.5-9	30 OCT 2025	0.6-10	25 FEB 2021
3.3-9	07 SEP 2023	5.5-10	30 OCT 2025	0.6-11	25 FEB 2021
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3.4-1	08 JUN 2006	5.5-12	30 OCT 2025	0.6-13	25 FEB 2021
3.4-2	08 JUN 2006	5.5-13	30 OCT 2025	0.6-14	25 FEB 2021
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4.3-1	06 DEC 2018	5.5-23	30 OCT 2025	1.4-1	25 FEB 2021
4.3-2	06 DEC 2018	5.5-24	30 OCT 2025	1.4-2	25 FEB 2021
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4.4-3	12 JUN 2025	5.6-3	27 FEB 2020		EICK AD
4.4-4	12 JUN 2025	5.6-4	27 FEB 2020	2-1	30 OCT 2025
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2-14	30 OCT 2025	2.24-26.1	11 OCT 2018	2-41	27 NOV 2025
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2.24-3	26 APR 2018	2.24-29.1	25 MAR 2021	2.24-3	08 OCT 2020
2.24-4	26 APR 2018	2.24-29.2	25 MAR 2021	2.24-4	11 AUG 2022
2.24-5	26 APR 2018	EIDW AD		2.24-5	08 OCT 2020
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2.24-9.2	26 APR 2018	2-8	27 NOV 2025	2.24-11.1	08 SEP 2022
2.24-10.1	26 APR 2018	2-9	27 NOV 2025	2.24-11.2	08 SEP 2022
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2.24-12.1	26 APR 2018	2-13	27 NOV 2025	2.24-12.3	06 OCT 2022
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2.24-14.2	11 OCT 2018	2-18	27 NOV 2025	2.24-14.2	06 OCT 2022
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2.24-15.2	26 APR 2018	2-20	27 NOV 2025	2.24-15.2	20 APR 2023
2.24-16.1	26 APR 2018	2-21	27 NOV 2025	2.24-15.3	20 APR 2023
2.24-16.2	26 APR 2018	2-22	27 NOV 2025	2.24-16.1	11 AUG 2022
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2.24-20.1	11 OCT 2018	2-29	27 NOV 2025	2.24-18.3	05 NOV 2020
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2.24-21.1	11 OCT 2018	2-31	27 NOV 2025	2.24-19.2	06 OCT 2022
2.24-21.2	11 OCT 2018	2-32	27 NOV 2025	2.24-19.3	06 OCT 2022
2.24-22.1	11 OCT 2018	2-33	27 NOV 2025	2.24-20.1	05 NOV 2020
2.24-22.2	11 OCT 2018	2-34	27 NOV 2025	2.24-20.2	05 NOV 2020
2.24-23.1	11 OCT 2018	2-35	27 NOV 2025	2.24-20.3	05 NOV 2020

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2.24-21.1	06 OCT 2022	2.24-42.2	08 OCT 2020	2-1	12 JUN 2025
2.24-21.2	06 OCT 2022	2.24-43.1	01 DEC 2022	2-2	12 JUN 2025
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2.24-22.1	16 MAY 2024	2.24-44	22 APR 2021	2-4	12 JUN 2025
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2.24-42.1	08 OCT 2020			2.24-6.1	30 OCT 2025

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2.24-8.2	08 DEC 2016					

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2-4	24 MAR 2022		EIKK AD		
2-5	24 MAR 2022				
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2-3	19 MAY 2022				
2-4	19 MAY 2022				
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2-6	19 MAY 2022				

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## GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

### ANNEX 1 - Personnel Licensing - Eleventh Edition

Reference	Difference	Remarks
Chapter 1 1.2.5.1.1	The SMS and SSP related provisions will be fully implemented at the European level when relevant Implementing Rules (IRs) deriving from the EC Regulation 216/2008 come into effect. This will most probably be after the applicability date of this ICAO standard but not later than 08 April 2012.	In accordance with Article 70 of the EC Regulation 216/2008, relevant IRs shall apply not later than 08 April 2012.
Chapter 1 1.2.5.2.6	Ireland does not defer medical examinations	Ireland applies the requirements of PART-MED (Medical) which does not permit the deferral of a medical examination
Chapter 2 2.1.3.1.1	Class ratings for helicopters are not established.	Ireland applies the requirements of PART-FCL (Helicopter) which requires the issue of a type rating for each type of helicopter.
Chapter 2 2.1.9.2	The holder of a pilot licence, when acting as Co-pilot, is entitled to be credited with all of the Co-pilot time towards the total flight time required for a higher grade of pilot licence.	Ireland applies the requirements of PART-FCL (Aeroplane) & PART-FCL (Helicopter)
Chapter 2 2.3.3.1.1	The applicant shall have completed not less than 45 hours of flight time as a pilot of aeroplanes	Ireland applies the requirements of PART-FCL (Aeroplane)
Chapter 2 2.3.4.1.1	The applicant shall have completed not less than 45 hours of flight time as a pilot of helicopters.	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.4.4.1.1.1(a)	The applicant shall have completed at least 50 hours as pilot-in-command	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.6.3.1.1.1	In addition, the applicant shall have at least 500 hours in multi-pilot operations on aeroplanes type certificated in accordance with the JAR/EASA-CS/FAR-25 Transport category or the JAR/EASA-CS/FAR-23 Commuter category, or BCAR or AIR 2051	Ireland applies the requirements of PART-FCL (Aeroplane)
Chapter 2 2.6.3.2	In addition, the applicant shall have received instruction in multi-crew co-operation	Ireland applies the requirements of PART-FCL (Aeroplane)
Chapter 2 2.6.4.1.1.1	In addition, the applicant shall have at least 350 hours in multi-pilot helicopters	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.6.4.1.1.1(a)	The applicant shall have completed at least 250 hours, either as pilot-in-command, or at least 100 hours as pilot-in-command and 150 hours as pilot-in-command under supervision; OR 250 hours as pilot-in-command under supervision on multi-pilot helicopters, and the ATPL privileges shall be limited to multi-pilot operations only;	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.6.4.1.1.1(d)	The applicant shall have completed at least 100 hours of night flight as pilot-in-command or as co-pilot	Ireland applies the requirements of PART-FCL (Helicopter)
Chapter 2 2.6.4.2	In addition, the applicant shall have received instruction in multi-crew co-operation	Ireland applies the requirements of PART-FCL
Chapter 2 2.7.1.3.2	A PPL applicant for an Instrument rating is not required to comply with the physical, mental & visual requirements for the issue of a Class 1 Medical Assessment.	Ireland applies the requirements of PART-FCL
Chapter 2 2.7.3.2 (b)	A maximum of 35 hours of instrument ground time is permitted for a Single-engine IR (Aeroplane or Helicopter), and a maximum of 40 hours instrument ground time is permitted for a multi-engine IR (Aeroplane or Helicopter).	Ireland applies the requirements of PART-FCL

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Reference	Difference	Remarks
Chapter 2 2.9	Provision of a Glider Pilot licence which is compliant with Annex 1.	Ireland applies the requirements of PART-FCL for the provision of a "Sailplane" Licence
Chapter 2 2.10	Ireland issues Private pilot and Commercial Pilot licences for free balloons	Ireland applies the requirements of PART-FCL
Chapter 3 3.2	Ireland does not issue Flight Navigator licences	
Chapter 3 3.3.1.2	The applicant for a Flight Engineer Licence shall demonstrate a level of knowledge appropriate to an ATPL (Aeroplane)	Ireland applies the requirements of JAR-FCL 4 (Flight Engineer)
Chapter 3 3.3.1.5	The applicant shall hold a valid Class 1 medical certificate.	Ireland applies the requirements of JAR-FCL 4 (Flight Engineer)
Chapter 4 4.2.1.4	Ireland does not require the completion of a course of training for certain aircraft types	Ireland applies the requirements of EC Regulation 1321/2014, Annex III (Part 66). Executive Decision 2008/003/R allows for the granting of type ratings based on type examination for certain non large, non-complex aircraft types. In respect of aircraft excluded by EC Regulation 216/2008, Irish National regulations (S.I. 333 of 2000) do not require an applicant with previous experience on type to complete a course of training
Chapter 4 4.5.3.4	Unit Training Plans ensure the continued competency of a controller to exercise his/her privileges. These plans normally relate to a 12 month period. Regulation (EC) No 1108/2009 amending Regulation (EC) 216/2008 in the field of aerodromes, air traffic management and air navigation services gives EASA competence for rule making in the area of ATC licensing.	
Chapter 4 4.6	Ireland does not issue Flight Operations Officer / Flight Dispatcher licences	The activity is controlled as part of the approval of an Air Operator's Certificate
Chapter 4 4.7	The licence is issued as a Radio Officer Licence	
Chapter 5 5.1.1.2	The Date of Birth appears under Section XIV on all flight crew & ATC licences	In respect of flight crew licences, Ireland applies the licence format requirements of JAR-FCL. In respect of ATC licences, Ireland applies the licence format requirements of EU Regulation 805/2011.
Chapter 5 5.1.1.2	All required details are entered on Aircraft maintenance Licences issued in accordance with EC Regulation 1321/2014, Annex III (Part 66), however, the order in which they are entered is not in accordance with Annex 1.	In respect of EASA Aircraft Maintenance Licences, Ireland applies the licence format (EASA Form 26) requirements of EC Regulation 1321/2014, Annex III (Part 66).
Chapter 5 5.1.4	Item headings on EASA Aircraft Maintenance Licences are uniformly numbered in Arabic numerals	In respect of EASA Aircraft Maintenance Licences, Ireland applies the licence format (EASA Form 26) requirements of EC Regulation 1321/2014, Annex III (Part 66).
Chapter 6 6.2.5.5	Applicants are tested by pure-tone audiometry only if an Instrument rating is to be added to the applicable licence, in which case, a hearing test with pure tone audiometry is required at the first examination for the rating and shall be repeated every five years up to the 40th birthday and every two years thereafter.	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.3.1.2.1	No examinations are allowed to be omitted	Ireland applies the requirements of PART-MED (Medical)



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Reference	Difference	Remarks
Chapter 6 6.3.2.2.1	Use of Anti-depressants	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.3.2.9.1	Posterior/anterior chest radiography may be required when indicated on clinical or epidemiological grounds	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.4.2.2.1	Use of Anti-depressants	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.4.2.6.1	Electrocardiography shall be included in every re-examination of applicants after the age of 40	Ireland applies the requirements of PART-MED (Medical)
Chapter 6 6.5.1.2	Holders of air traffic controller licences shall have their Class 3 Medical Assessments renewed at intervals not exceeding 24 months	Ireland applies the requirements of Article 16 of EU Regulation 805/2011

## ANNEX 2- Rules Of The Air - Tenth Edition

Reference	Difference	Remarks
Chapter 3 3.2.2	'(b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.'	New provision. Implementing Regulation (EU) No 923/2012, SERA.3210(b)
Chapter 3 3.2.2.4	'(i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.'	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.3210 (c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4
Chapter 3 3.2.2.7.3	'(2) At a controlled aerodrome an aircraft taxiing on the manoeuvring area shall stop and hold at all runway-holding positions unless an explicit clearance to enter or cross the runway has been issued by the aerodrome control tower.  (3) An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further in accordance with (2) when the lights are switched off.'	Implementing Regulation (EU) No 923/2012, paragraph SERA.3210 (d)(2)(3) differs from ICAO Standard in Annex 2, 3.2.2.7.3 in that SERA refers to the previous point, so it requires explicit clearance from the control tower in addition.
Chapter 3 3.2.3.2 (b)	'(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, <u>as far as practicable</u> .'	Implementing regulation (EU) No 923/2012, paragraph SERA.3215 (b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2 (b) of the underlined text)
Chapter 3 3.2.5 (c) and (d)	'(c) <u>except for balloons</u> , make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC (d) <u>except for balloons</u> , land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.'	Implementing Regulation (EU) No 923/2012, paragraph SERA.3225 differs from ICAO Standard in Annex 2, 3.2.5(c) and 3.2.5(d) in that it specifies that subparagraphs (c) and (d) do not apply to balloons.

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Reference	Difference	Remarks
Chapter 3 3.3.1.2	<ul style="list-style-type: none"> <li>With regards to VFR flights planned to operate across international borders, the Union regulation (point SERA.4001(b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the underlined text, as follows: <u>'any flight across international borders, unless otherwise prescribed by the States concerned.'</u></li> <li>With regard to VFR and IFR flights planned to operate at night, the following requirement is added to point SERA.4001(b)(6) of that Union regulation: '(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome'</li> </ul>	ICAO Annex 2, 3.3.1.2 is replaced with Implementing Regulation (EU) No 923/2012 SERA.4001(b).
Chapter 3 3.3.2	<p>'(10) destination aerodrome or operating site and total estimated elapsed time;'</p> <p>'(14) emergency and survival equipment, including ballistic parachute recovery system.'</p>	Implementing Regulation (EU) No 923/2012, paragraph SERA.4005 (a)(10)(14) differs from ICAO Standard in Annex 2, 3.3.2 in that SERA refers in point (10) to operating site and in point 14 includes ballistic parachute recovery system.
Chapter 3 3.3.5.3	'(c) When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.'	Implementing Regulation (EU) No 923/2012, paragraph SERA.4020 (c) differs from ICAO Standard in Annex 2, 3.3.5.3 in that SERA also considers operating sites and not just aerodromes.
Chapter 3 3.3.5.4	'(d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.'	Implementing Regulation (EU) No 923/2012, paragraph SERA.4020 (d) differs from ICAO Standard in Annex 2, 3.3.5.4 in that SERA also considers operating sites and not just aerodromes.
Chapter 3 3.3.5.5	<p>'(e) Arrival reports made by aircraft shall contain the following elements of information:</p> <p>(1) aircraft identification; (2) departure aerodrome or operating site; (3) destination aerodrome or operating site (only in the case of a diversionary landing); (4) arrival aerodrome or operating site; (5) time of arrival.'</p>	Implementing Regulation (EU) No 923/2012, paragraph SERA.4020 (e) differs from ICAO Standard in Annex 2, 3.3.5.5 in that SERA also considers operating sites and not just aerodromes.
Chapter 3 3.6.5.2.1	'(6) If an IFR flight encounters visual meteorological conditions and the pilot-in-command decides to continue to fly in visual meteorological conditions, the pilot shall set Mode A Code 7601, land at the nearest suitable aerodrome, and report arrival by the most expeditious means to the appropriate air traffic services unit.'	Implementing Regulation (EU) No 923/2012, paragraph SERA.14083 (c)(6) differs from ICAO Standard in Annex 2, 3.6.5.2.1 in that SERA also requires IFR flights to set Mode A Code 7601 <b>in order to</b> inform the ATS unit about their intention to continue to fly in VMC and land at the nearest suitable aerodrome. Point b) is not implemented.

## ANNEX 2- Rules Of The Air - Tenth Edition

Reference	Difference	Remarks
Chapter 3 3.6.5.2.2	'(4) Except as provided for in point (5), an IFR flight shall: (i) maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following: (A) the aircraft's failure to make a required report; or (B) the time the transponder is set to 7600 and/or the appropriate ADS-B emergency and/or urgency mode is transmitted if surveillance service is provided, and thereafter adjust level and speed in accordance with the filed flight plan as amended by delay and modification messages to the filed flight plan;'	Implementing Regulation (EU) No 923/2012, paragraph SERA.14083 (c)(4) differs from ICAO Standard in Annex 2, 3.6.5.2.2 in that SERA requires a common time parameter of 20 minutes to be observed for both procedural and surveillance environment before adapting the speed and vertical profile in accordance with the filed flight plan, as amended by the modification and delay messages.
Chapter 3 3.8 and Appendix 2		The words 'in distress' of Chapter 3 Part 3.8, are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law.
Chapter 4 4.6	'(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR light shall not be flown: 1. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft; 2. elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) <u>above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.</u> '	ICAO Annex 2, 4.6, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005, introducing the obstacle clearance criteria in (f), as outlined.
Chapter 5 5.3.3	'(c) Position reports An IFR flight operating outside controlled airspace and required by the competent authority to maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service, shall report position, as specified in SERA. 8025 for controlled flights.'	Implementing Regulation (EU) No 923/2012, paragraph SERA.5025(c) differs from ICAO Standard in Annex 2, 5.3.3 in that SERA identifies that position reports are required by IFR flights in uncontrolled airspace even without having submitted a flight plan, when required to maintain air-ground communication.

## ANNEX 3 - Meteorological Service For International Air Navigation - Twentieth Edition

Reference	Difference	Remarks
PART I Chapter 4 4.1.5	Ireland does not use automated equipment to measure visibility or integrated systems for real-time display of meteorological parameters	
PART 1 Chapter 4 4.2.4.4	Prevailing visibility not implemented in Ireland. Minimum visibility reported in METAR.	Inability of some operational systems to process prevailing visibility. Implementation planned in November 2018.
PART I Chapter 4 4.6.5.1	Reporting of clouds is not limited to those of operational significance	

ANNEX 3 - Meteorological Service For International Air Navigation - Twentieth Edition

Reference	Difference	Remarks
Chapter 5	(b) competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed	New Provision. Implementing Regulation (EU) No 923/2012, paragraph SERA. 12005.

ANNEX 4 - Aeronautical Charts - Tenth Edition

Reference	Difference	Remarks
Chapter 1 1.1 Air Defence Identification Zone (ADIZ)	DEFINITIONS, APPLICABILITY AND AVAILABILITY ADIZ does not exist in Ireland	
Chapter 1 1.2.2.1	We do not produce several charts in Ireland. For those charts and where we have published a difference, we do not conform to the recommended practices.	
Chapter 2 2.1.8	GENERAL SPECIFICATIONS Sheet size is A4 297mm x 210mm.	Ireland published charts are on a A4 sheet size 297mm x 210mm for inclusion in the integrated Irish AIP document.
Chapter 7 7.7	ENROUTE CHART – ICAO Isogonals are not shown.	There is no operational or industry requirements for this information on this chart.
Chapter 7 7.9.3.1.1	1) Frequencies and coordinates are not shown. 2) Elevation of DME is not shown. 4) The RNP value is not shown. 5) Coordinates are not shown. 6) Frequency is not shown. 8) The distance is given to a tenth of a nautical mile. 10) Minimum En-route altitude is not shown. 11) Communication facilities are not shown. 12) Air defence identification zones do not exist in Ireland.	Due to the complexity of the chart this information would cause too much clutter and should be read in conjunction with the AIP pages ENR 3.1, ENR 3.2 and ENR 4.1
Chapter 8 8.1	Area Chart-ICAO The Area Chart-ICAO is not produced in Ireland.	Requirements are fulfilled by other means-SID, STAR, Approach, and En-Route charts.
Chapter 11 11.4	INSTRUMENT APPROACHCHART - ICAO Sheet size is A4 297mm x 210mm.	Ireland published charts are on a A4 sheet size 297 mm x 210 mm for inclusion in the integrated Irish AIP document.
Chapter 11 11.10.7	Ireland only publishes OCA/H minimums. We do not publish visibility, MDA, DH, DA, MDA/H or DA/H for instrument approaches at aerodromes.	
Chapter 12 12.4	VISUAL APPROACH CHART - ICAO Sheet size is A4 297mm x 210mm.	Ireland published charts are on a A4 sheet size 297mm x 210mm for inclusion in the integrated Irish AIP document
Chapter 13 13.6.1.i)	Geographical coordinates are not published for taxiway centre lines.	
Chapter 13 13.6.1.j)	Standard routes are not established.	
Chapter 14 14.1	Aerodrome Ground Movement Chart-ICAO The Aerodrome Ground Movement Chart-ICAO is not produced in Ireland.	Requirements are fulfilled by other means-Aerodrome and Aircraft Parking/Docking Charts
Chapter 15 15.6.f)	Geographical coordinates are not published for taxiway centre lines.	
Chapter 16 16.1	World Aeronautical Chart-ICAO 1:1,000,000 The World Aeronautical Chart-ICAO 1:1,000,000 is not produced in Ireland.	Requirements are fulfilled by other means-1:500,000, 1:250,000 and En-Route charts

## ANNEX 4 - Aeronautical Charts - Tenth Edition

Reference	Difference	Remarks
Chapter 17 17.9.2.2	AERONAUTICAL CHART - ICAO 1:500 000 Not all this information is displayed on the chart due to clutter.	
Chapter 17 17.9.5.2	ADIZ does not exist in Ireland	
Chapter 18 18.1	Aeronautical Navigation Chart-ICAO Small Scale The Aeronautical Navigation Chart-ICAP Small Scale is not produced in Ireland.	There is no operational or industry requirements for this chart.
Chapter 19 19.1	Plotting Chart –ICAO The Plotting Chart –ICAO is not produced in Ireland.	There is no operational or industry requirements for this chart.
Chapter 20 20.1	Electronic Aeronautical Chart Display-ICAO The Electronic Aeronautical Chart Display-ICAO is currently not produced in Ireland.	

## ANNEX 5 - Units Of Measurement To Be Used In Air And Ground Operations - Fourth Edition Nil

Reference	Difference	Remarks

## ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
Chapter 3 3.3.4	Annex IV Reg (EU) 965/2012 CAT GEN MPA 195 refers only to FDR, CVR and data link recordings. ICAO Standard specifically lists CVR, CARS, Class A AIR and Class A AIRS.	Different in Character
Chapter 3 3.3.5	Annex IV Reg. (EU) 965/2012 CAT. GEN. MPA. 195 refers to CVR and FDR. ICAO Standard specifically lists FDR, ADRS, Class B and Class C AIR and AIRS.	Different in Character
Chapter 3 3.5.1	Annex IV Reg. (EU) 965/2012 CAT.GEN.MPA.205 requires ATS involvement where ATS coverage is provided. ICAO Standards specifies operator only. Regulatory requirement by 16 DEC 2018	Different in Character
Chapter 3 3.5.3	Annex IV Reg. (EU) 965/2012 CAT.GEN.MPA.205 does not specify 15min requirement. EASA will make automated reporting at least every 15 minutes a requirement by 16 Dec 2018.	Partially Implemented
Chapter 3 3.5.4	Annex IV Reg. (EU) 965/2012 CAT.GEN.MPA.205 is different in its wording. EASA Regulatory requirement by 16th Dec 2018.	Different in Character
Chapter 4 4.2.8.1.1	Annex IV Reg. (EU) 965/2012 Automatic Landing systems, HUD, SVS and CVS not addressed. Will be transposed with RMT.0379	Pending EU Implementing Rules.

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Reference	Difference	Remarks
Chapter 4 4.2.8.3	Annex IV Reg. (EU) 965/2012 SPA.LVO.110 and SPA.LVO.110(a) The European Regulation does not yet classify approach operations by Type A and B. RMT0379 (AWO) is envisaged to update the approach classification. Annex IV Reg. (EU) 965/2015 as amended makes no changes to the regulation so the difference will stand. The European Regulation does not yet classify approach operations by Type A and B. RMT 0379 (AWO) is envisaged to update the approach classification. Annex IV Reg. (EU) 965/2012 Annex I Definitions CAT IIIA: DH lower than 100ft and RVR not less than 200m. CAT IIIB: DH lower than 100ft or no DH and RVR lower than 200m but not less than 75m.	More Exacting
	Annex IV Reg. (EU) 965/2012 Annex I Definitions CAT IIIA: DH lower than 100ft and RVR not less than 200m. CAT IIIB: DH lower than 100ft or no DH and RVR lower than 200m but not less than 75m.  CAT IIIA and CAT IIIB type approaches are not listed in ICAO Definitions.	Different in Character
Chapter 4 4.3.4.1.3	Annex IV Reg. (EU) 965/2012 CAT.OP.MPA.185(a) and CAT.OP.MPA.107 require a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome. ICAO Standard 4.3.4.1.3 specifies 'at the estimated time of use'. ICAO Standard 4.3.4.1.2 does break down time requirements.	More Exacting
Chapter 4 4.3.4.3.1	Annex IV Reg. (EU) 965/2012 CAT.OP.MPA.180(b) AMC1 CAT.OP.MPA150(b), Point (d) CAT.OP.MPA.246(b) Reg. (EC) 216/2008 Annex IV 2.a.7 European rules require a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome.	More Exacting
Chapter 4 4.3.6.2	Annex IV Reg. (EU) 965/2012 CAT.OP.MPA.150(b) Part-CAT does not require the effect of deferred maintenance items.	Different in Character
Chapter 4 4.3.6.7	Annex IV Reg. (EU) 965/2012 The use of contingency fuel needs clarification. In-flight fuel management needs further amendment. Will be transposed with RMT.0573	Pending EU Implementing Rules.
Chapter 4 4.3.7.2.2	Annex IV Reg. (EU)965/2012 CAT.OP.MPA.280 The phraseology is addressed in a SIB. The SARPS will be transposed through RMT.0573. European rules require to declare PAN, PAN, PAN.	Pending EU Implementing Rules
Chapter 4 4.4.2.1	Annex IV Reg. (EU) 965/2012 This requirement not specified	Not Implemented

## ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
Chapter 4 4.4.11	Annex IV Reg. (EU) 965/2012 CAT.OP.MPA.300 EASA regulation does not specify a height for this requirement.	Different in Character
Chapter 4 4.6.1	Annex IV Reg. (EU) 965/2012 ORO.GEN.110(c) GM1 ORO.GEN.110(c)  The European rules do not require a flight operations officer. ORO.GEN.110(c) does not imply a requirement for licensed flight dispatchers or a full flight watch system. If the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3, This training should be described in the operations manual.	Partially Implemented
Chapter 5 5.2.10	Annex IV Reg.(EU) 965/2012 CAT.POL.A.220 Provides stricter and more detailed requirements	More Exacting
Chapter 5 5.4.1	Annex IV Reg. (EU) 965/2012 CAT.POL.A.300 SE IMC/night currently not allowed in Part-CAT To be implemented with RMT.0232/233	Pending EU Implementing Rules
Chapter 5 5.4.2	Annex IV Reg. (EU) 965/2012 CAT.POL.A.300 "An operator shall not operate a single-engine aeroplane at: night; or in instrument meteorological conditions except under special visual flight rules."	SE IMC/night currently not allowed in Part-CAT
Chapter 6 6.1.1	Annex IV Reg. (EU) 965/2012 CAT.IDE.A.100(a) Different in character or other means of compliance	Part-CAT refers to Reg (EU) 748/2012 for approval of equipment and its installation
Chapter 6 6.2.2 a) Recommendation 2	The use of a Universal Precaution Kit is not covered in Reg (EU) 965/2012	Universal Precaution kit will be dealt with in the RMT.0383
Chapter 6 6.2.2 a) Recommendation 3	CAT.IDE.A.225 requires the emergency medical kit for aeroplanes with a maximum approved passenger seating configuration of more than 30 seats if any point on the planned route is more than 60 minutes flying time (at normal cruising speed) from an aerodrome at which qualified medical assistance could be expected.	More exacting requirement
Chapter 6 6.3	AMC1 CAT.IDE.A.190 for 6.3.1.1: CAT.IDE.A.190(b)(3) &(b)(5), Reg (EU) 965/2012 There is no definition for crash-protected flight recorder or lightweight flight recorder Airborne image recorders and lightweight flight recorder are not required. For installation requirement, refer to applicable certification specifications (CS 25.1457 for CVR and CS25.1459 for FDR) For equipment design requirements, refer to applicable ETSOs (C123 for CVR, C124 for FDR, C176 for AIR, C177 for DLR, 2C197 for ADRS and CARS) Will be transposed with RMT.0400/0401 (by ED Decision) and RMT.0271)	Pending EU Implementing Rules

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Reference	Difference	Remarks
Chapter 6 6.3.1.2.1	CAT.IDE.A.190(a) (3) & (b)(5) Reg. (EU)965/2012 CAT.IDE.A.190 (a) (3) applies to multi-engine turbine-powered aeroplanes with an MCTOM of 5700kg or less, ICAO requires for all turbine-engine. CAT.IDE.A.190 (b)(5) is applicable to aeroplanes delivered an individual CofA on or after 1 January 2016. There is no alternative offered to the FDR in CAT.IDE.A.190. However, it is in the scope of RMT.0271	Pending EU Implementing Rules
Chapter 6 6.3.1.2.2	CAT.IDE.A.190(a) (3) applies to multi-engine turbine-powered aeroplanes with an MCTOM of 5700kg or less, with an MOPSC of more than 9 and first issued with a CofA on or after 1 April 1998. Will be addressed by RMT.0271	Pending EU Implementing Rules
Chapter 6 6.3.1.2.3	CAT.IDE.A.190(a)(1), (a)(2) and (b)(3) of Reg (EU)965/2012 CAT.IDE.A.190(a)(1) and (a)(2) applies to aeroplanes with an individual CofA issued on or after 1 June 1990. CAT.IDE.A.190 (b)(3) identifies the FDR Type 1 requirement for aeroplanes referred to in CAT.IDE.A.190(a)(1) and (a)(2) with an MCTOM of over 27000kg and first issued with an individual CofA before 1 Jan 2016.	EU Reg CAT.IDE.A.190 is more specific with respect to applicability
Chapter 6 6.3.1.2.4	CAT.IDE.A.190(a)(1) and (b)(2) Reg (EU)965/2012 CAT.IDE.A.190(a)(1) applies to aeroplanes with a MCTOM of more than 5700kg with an individual CofA on or after 1 June 1990. CAT.IDE.A.190 (b)(2) applies to aeroplanes referred to in (a)(1) with an MCTOM of less than 27000kg and first issued with an individual CofA before 1 Jan 2016.	EU Reg CAT.IDE.A.190 is more specific, however difference in earlier qualification date.
Chapter 6 6.3.1.2.5	CAT.IDE.A.190(a)(3) and (b)(4) Reg (EU)965/2012 CAT.IDE.A.190 (a)(3) applies to aeroplanes with an individual CofA after 1 April 1998. Will be addressed by RMT.0338.	Pending EU Implementing Rules
Chapter 6 6.3.1.2.6	CAT.IDE.A.190(a)(2) &(b)(1) Reg EU 965/2012. CAT.IDE.A.190(a)(2) applies to aeroplanes delivered an individual CofA before 1 June 1990	Difference in qualification dates
Chapter 6 6.3.1.2.7	AMC6 CAT.IDE.A.190(a)(1) & (a)(2)&(a)(3) applies to aeroplanes delivered an individual CofA before 1 June 1990	Difference in qualification dates
Chapter 6 6.3.1.2.8	CAT.IDE.A.190(a)(2) & (b)(3) Reg (EU) 965/2012 CAT.IDE.A.190(a)(2) applies to turbine-engined aeroplanes delivered an individual CofA before 1 June 1990	Difference in qualification dates
Chapter 6 6.3.1.2.9	CAT.IDE.A.190(a)(2) and (b)(1) Reg (EU) 965/2012 CAT.IDE.A.190(a)(2) applies to turbine-engined aeroplanes delivered an individual CofA before 1 June 1990	Difference in qualification dates
Chapter 6 6.3.1.2.11	CAT.IDE.A.190(a)(1) and (b)(5) Reg (EU) 965/2012. AMC1 CAT.IDE.A.190(b) The flight parameters of Type IA should be recorded only for aeroplanes first issued with an individual CofA on or after 1 January 2016	Type IA differ from type I by the list of parameters to record. The list of parameters are given in the AMC to CAT.IDE.A.190



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Reference	Difference	Remarks
Chapter 6 6.3.1.2.12	CAT.IDE.A.190 Reg (EU) 965/2012. AMC 1 CAT.IDE.A.190(c) AMC 1 CAT.IDE.A.190(c) states that 'The parameters to be recorded should meet the performance specifications (range, sampling intervals, accuracy limits and resolution in read-out) as defined in the relevant tables of EUROCAE Document ED-112, including amendments n°1 and n°2, or any later equivalent standard produced by EUROCAE.' and the table of flight parameter performance in ED-112 is only specifying a maximum recording interval of 0.125 seconds for acceleration parameters.	Difference in FDR recording interval parameters
Chapter 6 6.3.1.2.13	CAT.IDE.A.190 Reg (EU) 965/2012 AMC 1 CAT.IDE.A.190(c) states that 'The parameters to be recorded should meet the performance specifications (range, sampling intervals, accuracy limits and resolution in read-out) as defined in the relevant tables of EUROCAE Document ED-112, including amendments n°1 and n°2, or any later equivalent standard produced by EUROCAE.' and the table of flight parameter performance in ED-112 is only specifying a maximum recording interval of 0.125 seconds for acceleration parameters	Difference in FDR recording interval parameters
Chapter 6 6.3.1.2.13	CAT.IDE.A.190(a)(3) and (b) Reg (EU)965/2012 The minimum recording duration for the FDR is 25 hours or 10 hours	Exceeds ICAO Standards
Chapter 6 6.3.2	AMC1 CAT.IDE.A.185. For 6.3.2.1: CAT.IDE.A.185 (a) Reg. (EU)965/2012 CVR for light aircraft not implemented. To be developed under RMT.0271	Pending EU Implementing Rules
Chapter 6 6.3.2.1.2	CVR for light aircraft not implemented. To be developed under RMT.0271	Pending EU Implementing Rules
Chapter 6 6.3.2.1.3	AT.IDE.A.185 (a) (1) and (b) (1) Reg (EU) 965/2012. Minimum CVR duration is 2 hours when the individual CofA was first issued on or after 01 April 1998	Exceeds ICAO Standard
Chapter 6 6.3.2.1.4	CAT.IDE.A.185 (a) (1) Reg (EU) 965/2012 CAT.IDE.A.185(a)(1) applies to all aeroplanes with a MCTOM exceeding 5 700 kg whatever the date of delivery of the individual CofA	Exceeds ICAO Standard
Chapter 6 6.3.2.1.5	CAT.IDE.A.185 (a) (1) Reg (EU) 965/2012 CAT.IDE.A.185(a) (1) applies to all aeroplanes with a MCTOM exceeding 5 700 kg whatever the date of delivery of the individual CofA	Exceeds ICAO Standard
Chapter 6 6.3.2.1.6	CAT.IDE.A.185 (a) (1) Reg (EU) 965/2012 CAT.IDE.A.185 (a) (1) applies to all aeroplanes with a MCTOM exceeding 5 700 kg, be they turbine-engined or not.	Exceeds ICAO Standard
Chapter 6 6.3.2.2.1	CAT.IDE.A.185 (d) Reg (EU) 965/2012 By 1 January 2019 at the latest, the CVR shall record on means other than magnetic tape or magnetic wire.	Later Implementation date

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Reference	Difference	Remarks
Chapter 6 6.3.2.2.2	CAT.IDE.A.185 Reg (EU) 965/2012 By 1 January 2019 at the latest, the CVR shall record on means other than magnetic tape or magnetic wire.	Later Implementation date
Chapter 6 6.3.2.3.1	CAT.IDE.A.185 (b) Reg (EU) 965/2012 For aeroplanes with an MCTOM of over 5 700 kg and first issued with an individual CofA on or after 01 April 1998, the minimum recording duration of the CVR is 2 hours	Exceeds ICAO Standard
Chapter 6 6.3.2.3.2	CAT.IDE.A.185 (b) & (c) Reg (EU) 965/2012 EU Regulation is more specific in terms of applicability dates until 1 January 2019. By 1 January 2019 at the latest, the CVR shall be capable of retaining the data recorded during at least: (1) the preceding 25 hours for aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2021; or (2) the preceding 2 hours in all other cases.	Difference in applicability dates until 1 January 2019.
Chapter 6 6.3.2.3.3	CAT.IDE.A.185(b) Reg (EU) 965/2012 For aeroplanes with an MCTOM of over 5 700 kg and first issued with an individual CofA on or after 01 April 1998, the minimum recording duration of the CVR is 2 hours.	Difference in applicability date
Chapter 6 6.3.2.3.4	CAT.IDE.A.185 (c) By 1 January 2019 at the latest, the CVR shall be capable of retaining the data recorded during at least: (1) the preceding 25 hours for aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2021; or (2) the preceding 2 hours in all other cases.	Exceeds ICAO Standard
Chapter 6 6.3.2.4.1	CAT.IDE.A.185 Not implemented. To be developed under RMT.0249	Pending EU Implementing Rules
Chapter 6 6.3.2.4.2	CAT.IDE.A.185 Not implemented. To be developed under RMT.0249	Pending EU Implementing Rules
Chapter 6 6.3.2.4.3	CAT.IDE.A.185 Not implemented. To be developed under RMT.0249	Pending EU Implementing Rules
Chapter 6 6.3.3.1.1	CAT.IDE.A.195 (a) requires recording data link communications for aeroplanes issued with an individual CofA on or after 08 April 2014.	Difference in applicability date
Chapter 6 6.3.3.1.2	CAT.IDE.A.195 Reg (EU) 965/2012 EU Regulation applicability date is for Aeroplanes first issued with an individual CofA on or after 8 April 2014. The EU Regulation does not reference modifications.	Different in character and compliance.
Chapter 6 6.3.4.4	CAT.GEN.MPA.195(d) Reg (EU) 965/2012 CAT.IDE.A.190 Reg (EU) 965/2012 It is inferred that the FDR documentation is in electronic format	Different in character
Chapter 6 6.3.4.5.1	CAT.IDE.A.200 Reg (EU) 965/2012 The carriage of two combination recorders is an alternative to carrying single-function flight recorder	Different in character

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Reference	Difference	Remarks
Chapter 6 6.3.4.5.2	CAT.IDE.A.200 Reg (EU) 965/2012 Compliance with CVR and FDR requirements may be achieved by two flight data and cockpit voice combination recorders in the case of aeroplanes with an MCTOM of more than 5 700 kg and required to be equipped with a CVR and an FDR. AMC1 states When two flight data and cockpit voice combination recorders are installed, one should be located near the flight crew compartment, in order to minimise the risk of data loss due to a failure of the wiring that gathers data to the recorder. The other should be located at the rear section of the aeroplane, in order to minimise the risk of data loss due to recorder damage in the case of a crash.	Different in applicability weight.
Chapter 6 6.4.1	CAT.IDE.A.125 Reg (EU) 965/2012 Part-CAT requires additional instruments	Exceeds ICAO Standard
Chapter 6 6.5.3.1	CAT.IDE.A.285 (f) Reg (EU) 965/2012 EU Regulation requires Underwater Locating Beacon (ULB) or Device (ULD) mandatory by 1 January 2019	Difference in Implementation Date
Chapter 6 6.10	CAT.IDE.A.130 CAT.IDE.A.115 Reg (EU) 965/2012 CAT.IDE.A.115 requires portable lights also during daylight flights which exceeds ICAO SARPS which requires it only for night flights.	Exceeds ICAO Standard
Chapter 6 6.12	Council directive 96/29 EURATOM Art 42 Protection to air crew. The Basic Regulation only addresses the mitigation of safety risks and does not provide the legal basis for transposing this standard to avoid overlaps with other Community Legislation, (Council Directive 96/29/Euratom of 13 May 1996).	Dealt under EU Council Directive
Chapter 6 6.18.2	CAT.GEN.MPA.210 Transmission of information from which a position can be determined is not specified as 'once every minute' when in distress.	Different in character or other means of compliance.
Chapter 6 6.20.2	CAT.IDE.A.350 Reg (EU) 965/2012 Resolution of 7.62 m for the pressure altitude reporting transponder not specified.	Different in character or other means of compliance.
Chapter 6 6.20.3	CAT.IDE.A.350 Reg (EU) 965/2012 Resolution of 7.62 m for the pressure altitude reporting transponder not specified.	Different in character or other means of compliance.
Chapter 6 6.20.4	CAT.IDE.A.350 Reg (EU) 965/2012 Resolution of 7.62 m for the pressure altitude reporting transponder not specified.	Different in character or other means of compliance.
Chapter 6 6.22.1	Not implemented. Work in progress with RMT.0369/370	Pending EU Implementing Rules
Chapter 6 6.22.2	Not implemented. Work in progress with RMT.0369/370	Pending EU Implementing Rules
Chapter 6 6.24.2	(EU) 965/2012 Provisions as regards criteria for the approval of operational credits for automatic landing systems, HUD, SVS and CVS are not available. Will be transposed with RMT.0379	Pending EU Implementing Rules

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Reference	Difference	Remarks
Chapter 6 6.24.2	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 6 6.25.1	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 6 6.25.2.1	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 6 6.25.2.2	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 6 6.25.3	(EU) 965/2012 AMC 20-25 Requirements related to the use of EFB and operational approval for the use of some functions not available. Will be transposed with RMT.0601	Pending EU Implementing Rules
Chapter 7 7.1.4	Certification Specifications - ACNS issue 17 Dec 2013 EU Implementing Rules currently do not address this area in the context of flight crews	Pending EU Implementing Rules
Chapter 7 7.1.5	EU Implementing Rules currently do not address this area in the same context	Pending EU Implementing Rules
Chapter 7 7.3.2	Annex I to ED Decision 2013/031/R, Certification Specifications - Airborne Communications, Navigation and Surveillance, 17 Dec 2013 EU Rules do not currently address.	Pending EU Implementing Rules.
Chapter 7 7.3.3	Annex I to ED Decision 2013/031/R, Certification Specifications - Airborne Communications, Navigation and Surveillance, 17 Dec 2013 EU Implementing Rules do not currently address.	Pending EU Implementing Rules.
Chapter 7 7.3.4	Annex I to ED Decision 2013/031/R, Certification Specifications - Airborne Communications, Navigation and Surveillance, 17 Dec 2013 EU Implementing Rules do not currently address.	Pending EU Implementing Rules.
Chapter 8 8.3.2	Regulation (EC) 2042/2003, Part M does not require that copies of all amendments to the maintenance programme be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.	Not regulated but done in practice and put in the contract between AOC Holders and maintenance organisations
Chapter 8 8.4.2	EC 2042/2003 Annex I Part M, Subpart C M.A.305(h)(1-6) require certain records are kept for up to 24 months	More exacting requirement
Chapter 8 8.7.2.1	Regulation (EC) 2042/2003, Part 145, 145A.70, AMC provides for additional information that must be listed in the maintenance organisation exposition	More exacting requirement

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Reference	Difference	Remarks
Chapter 8 8.7.2.3	Regulation (EC) 2042/2003, Part 145 does not explicitly require that copies of all amendments to the procedures manual be furnished promptly to all organizations or persons to whom the manual has been issued. This issue is dealt with under the Part 145 Quality System requirements.	Not regulated but common practice due to the requirement for a quality system
Chapter 8 8.7.3.2	Regulation (EC) Part 145, 145A.65 requires a safety policy to be established for maintenance organisations. The State Safety Programme is currently being implemented in Ireland and will establish acceptable levels of safety for maintenance by 2012.	Less Restrictive
Chapter 8 8.7.3.3	ORO.GEN.200 of Reg (EU) 965/2012 Existing Irish regulation mandates SMS, however, EU regulation is pending that will update the requirements established by the IAA in the Aeronautical Notices.	Pending further EU Implementation rules
Chapter 8 8.7.7.2	EASA requires records to be retained for two years.	More exacting requirement
Chapter 9 9.1.2	FCL.055 of EU Reg 1178/2011 Licencing Requirement for English Language Proficiency for radio telephony in all phases of flight. Specific Radio Operators licences requirements were deleted in SI 333/2000.	Different in character.
Chapter 9 9.1.3	ORO.FC.110 Reg (EU) 965/2012 and Article 7 of EU Reg 1178/2011 Flight Engineer Licences are administered under National Rules SI 333/2000	Different in character.
Chapter 9 9.1.4	Requirement deleted in SI 333/2000 Flight Navigator Licensing requirement repealed in SI 333/2000.	Not Applicable.
Chapter 9 9.2	Reg (EC) 216/2008 1.(b) & (c) ORO.FC.130(a),(b) ORO.FC.230(d) AMC1.ORO.FC.230(a)&(b) ORO.GEN.110(e),(f),(h) Reg (EU) 965/2012 AMC1.ORO.FC.220(b)&(d) ICAO Annex 6, chapter 9.2 establishes provisions for each type of aeroplane. ORO.FC.130(a) for each type and variant. ORO.GEN.110(h) requires also the use of a checklist. ICAO Annex 6 9.2 does not require it.	More exacting requirement
Chapter 9 9.4.3.3	Reg (EU) 216/2008(2) ORO.FC.105(b.2)&(c) Reg (EU) 965/2012 AMC1 ORO.FC.105(b)(2);(c) [(a),(b)&(c)] AMC2.ORO.FC.105(c) [(a)&(b)] European rules have implemented a categorisation of aerodromes (A, B, C and/or demanding/not demanding). Rules achieve same safety level even though the classification is slightly different.	Different in character.
Chapter 9 9.4.4.1	AMC1.ORO.FC.240 [(a)] AMC1.ORO.FC.230 [(a)&(b)] ORO.FC.230(b) ORO.FC.145(a)&(c) Reg (EU) 965/2012 The rule allows ATQP as an alternative to the prescriptive training requirements. Even though checking intervals can be extended, the same or even higher level needs to be achieved. For operations under VFR by day of performance class B aeroplanes conducted during seasons not longer than 8 consecutive months one OPC is sufficient.	Different in character.

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Reference	Difference	Remarks
Chapter 10 10.1	ORO.GEN.110 Reg. (EU) 965/2012 No requirement for flight operations officer/flight dispatchers to be licensed.	Not Applicable.
Chapter 10 10.2	ORO.GEN.110 Reg (EU) 965/2012 Guidance Material for the above Reg states that; If the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3. This training should be described in the operations manual.	Different in character.
Chapter 10 10.3	ORO.GEN.110 Reg (EU) 965/2012 Guidance Material for the above Reg states that; If the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3. This training should be described in the operations manual.	Different in character.
Chapter 10 10.4	ORO.GEN.110 Reg (EU) 965/2012 ORO.AOC.135 Reg (EU) 965/2012 Guidance Material for the above Reg states that; If the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3. This training should be described in the operations manual.	Different in character.
Chapter 10 10.5	ORO.GEN.110 Reg (EU) 965/2012 The ICAO recommendation is not transposed in the above EU Reg.	Not Implemented.
Chapter 11 11.4.3	ORO.MLR.115 Reg (EU) 965/2012 months storage period required under Reg. 965/2012	Different in means of compliance.
Chapter 12 12.4	CC.TRA.220 CC.TRA.225 Appendix I to Part-CC ORO.CC.110 ORO.CC.115 For HF/CRM: AMC1 ORO.CC.115(e) GM1 ORO.CC.115(e) ORO.CC.120 ORO.CC.125 AMC1 ORO.CC.125(c) AMC1 ORO.CC.125(d) ORO.CC.130 ORO.CC.135 AMC1 ORO.CC.135 ORO.CC.140 AMC1 ORO.CC.140 ORO.CC.145 AMC1 ORO.CC.145 GM1 ORO.CC.145 For DG: ORO.GEN.110(j) CAT.GEN.MPA.200 Reg (EU) 965/2012  In addition to the completion of initial training required by the Air Ops Regulation Reg. (EU) 965/2012, the Aircrew Reg. (EU) 1178/2011 also requires the issuing of a cabin crew attestation to each cabin crew member who will be operating in CAT operations. This attestation shall be issued in accordance with the mandatory EASA Form 142 (Appendix II to Part-ARA). This attestation is considered valid as long as the holder acts as cabin crew and completes the other training required by the Air Ops Regulation. If a holder stops operating during more than 5 years, his/her attestation becomes invalid and initial training has to be completed again.	More exacting requirement

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Reference	Difference	Remarks
Chapter 13 13.4.1	Essential requirements 8d, Reg (EU) 216/2008. Point 10 of Annex 1 Reg (EC) 300/2008 AMC1 ORO.FC.220 AMC1 ORO.FC.230 AMC1 ORO.CC.125(c) & ORO.CC.140 & ORO.CC.124, Reg (EU) 965/2012 for flight crew compartment security training. BR 216/2008 & Reg. 965/2012 only mention generic security training required, but not as detailed as in ICAO.	Different in Character
Chapter 13 13.4.2	AMC1 ORO.FC.220 AMC1 ORO.FC.230 AMC1 ORO.CC.125(c) Regulation (EU) 965/2012 only requires training on flight crew compartment procedures.	Different in Character
Chapter 13 13.5	Essential requirements 8d (v), Reg (EU) 216/2008. AMC3 ORO.MLR.100(a) Part A Chapter 11(e) Art. 4 Reg (EU) 376/2014 Reporting to local authority is not specified. Occurrence Reporting Regulation (EU) 376/2014 foresees reporting on security by pilot within 72hrs to the operator and by operator within 72 hours to the competent authority.	Different in Character

## ANNEX 6 Part II - Operation Of Aircraft - Eleventh Edition

Reference	Difference	Remarks
Chapter 2.1.4	Specific approvals are issued by the Competent Authority of the operator, not necessarily the State of Registry.	
Chapter 2.2.4.9.1	EASA states (a) The PIC shall use the departure and approach procedures established by the State of the aerodrome.	
Chapter 2.4.6.2	EASA requires this safeguard for all aeroplanes operating at these altitudes.	
Chapter 2.4.6.3 Recommendation	EASA requires this safeguard for all aeroplanes operating at these altitudes.	
Chapter 2.4.8	EASA does not require the fitment of an outside temperature gauge.	
Chapter 2.4.11.2 Recommendation	EASA has not implemented this recommendation.	
Chapter 2.4.16.1.1.1 Recommendation	This recommendation is not addressed by EASA.	
Chapter 2.4.16.1.2	Not implemented into EU rules.	
Chapter 2.4.16.2.1 Recommendation	EASA stipulates above 2,250kgs.	
Chapter 2.4.16.2.3.2	The EU has not yet implemented this rule.	
Chapter 2.4.18.4 Recommendation	May not use layout of Appendix 2.5, paragraph 2.	
Chapter 2.5.1.7	EASA uses the State of the operator.	
Chapter 2.5.1.8	EASA uses the State of the operator.	
Chapter 2.5.1.9	EASA uses the State of the operator.	
Chapter 2.5.2.3	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	

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Reference	Difference	Remarks
Chapter 2.5.2.4	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	
Chapter 2.5.2.5	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	
Chapter 2.5.3.3	For aeroplanes registered in the EU, for the non-commercial operator, it is the authority of the State in which the operator has its principal place of business, is established or is residing.	
Chapter 2.6.2.2	(EU) 1321/2014 specifies 12 months for all 6 items (EC) 2042/2003 specifies 12 months for all 6 items.	
Chapter 2.8.1	EASA requires that flight manual updates are approved by EASA	
Chapter 3.1.2 Recommendation	EASA states more than 19 passenger seats.	
Chapter 3.4.3.5.4 Recommendation	EASA has not implemented this Recommendation.	
Chapter 3.6.2.1	EASA makes no mention of paragraph d.	
Chapter 3.6.3.1.1.1	EASA states first issued with a C of A after 1 January 2016.	
Chapter 3.6.3.1.1.2	EASA states first issued with a C of A after 1 January 2016 and stipulates over 5,700kgs.	
Chapter 3.6.3.1.1.3 Recommendation	EASA states first issued with a C of A after 1 January 2016 and no upper weight limit.	
Chapter 3.6.3.2.1.1	EASA states above 2,250 kg.	
Chapter 3.6.3.2.1.2	EASA states a C of A issued on or after 1st January 2016.	
Chapter 3.6.3.2.1.3 Recommendation	EASA states a C of A issued on or after 1st January 2016 and above 2,250kgs with no upper limit.	
Chapter 3.6.5.2.1	EASA stipulates this requirement for all aeroplanes when operating IFR.	
Chapter 3.6.8.2.1 Recommendation	EASA only stipulates this requirement for an individual C of A first issued after 31 Dec 1980.	
Chapter 3.6.9.1 Recommendation	EASA stipulates all turbine powered aeroplanes in excess of 5,700kgs and in excess of 19 passenger seats.	
Chapter 3.6.9.2	EASA stipulates all turbine powered aeroplanes in excess of 5,700kgs and in excess of 19 passenger seats.	
Chapter 3.8.5.2	Pilot-owner authorisation does not comply with the requirement that a person shall be appropriately licenced i.a.w. Annex 1.	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition

Reference	Difference	Remarks
Section II Chapter 2 2.2.8.1.1	Automatic landing systems includes EVS and HUD but SVS and CVS are not addressed	



ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	Difference	Remarks
Section II Chapter 2 2.2.8.3	EASA: a. does not refer to a visibility for CAT I only an RVR of 500m; b. states a minimum RVR for CAT IIIA of 200m; c. states an RVR for CAT IIIB of between 200m and 75m; d. does not define CAT IIIC	RMT.0379 (AWO) is envisaged to update the approach classification.
Section II Chapter 2 2.3.3.1	EASA does not require the operational flight plan to be lodged with the appropriate Authority but expects the operator to retain a copy on the ground.	
Section II Chapter 2 2.3.4.2.3 Recommendation	(EU) 965/2012 AMC1 CAT.OP.MPA.192 requires RVR/VIS + 400 m Ceiling at or above (M)DH + 200 ft for both alternates.	
Section II Chapter 2 2.3.4.3.10 Recommendation	This recommendation is not addressed by EASA.	
Section II Chapter 2 2.3.4.3.15 Recommendation	This recommendation is not addressed by EASA.	
Section II Chapter 2 2.3.6.3.3	EASA states:" additional fuel to fly for 2 hours at holding speed including final reserve fuel; and extra fuel if there are anticipated delays or specific operational constraints"	
Section II Chapter 2 2.3.7.1	(a).is permitted provided operator has procedures in place in accordance with AMC4, AMC5 & AMC6 to CAT.OP.MPA.200. (b). (EU) 965/2012 does not consider this requirement.	
Section II Chapter 2 2.3.7.2	Requirements a) and c) are not addressed.	
Section II Chapter 2 2.3.7.4 Recommendation	f) EASA expects the operator's risk assessment to determine whether seat belts should be fastened or unfastened. g) EASA expects the operator's risk assessment to determine when passengers should disembark/embark.	
Section II Chapter 2 2.3.7.6	a) and b) are permitted, but not for avgas or wide-cut fuel or a mixture of these types of fuel, provided 'For all other types of fuel, the necessary precautions should be taken, and the aircraft should be properly manned by qualified personnel that should be ready to initiate and direct an evacuation of the aircraft by the most practical and expeditious means available.' c) EASA does not consider this requirement.	
Section II Chapter 2 2.4.4.4	EASA makes no mention of "all other flight crew members shall keep their safety harness fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt must remain fastened"	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	Difference	Remarks
Section II Chapter 2 2.5.5	EASA uses the term "signature of person in charge" instead of "pilot-in-command"	
Section II Chapter 2 2.6.1	EASA does not mandate the use of Flight Operations Officers / Flight Dispatchers	EASA states a. ORO.GEN110(c) does not imply a requirement for licensed flight dispatchers or a full flight watch system. b. if the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3. This training should be described in the operations manual
Section II Chapter 2 2.8.1	EASA has not implemented FRMS for helicopters	
Section II Chapter 2 2.8.2	EASA has not implemented FRMS for helicopters	
Section II Chapter 2 2.8.5	EASA has not implemented FRMS for helicopters	
Section II Chapter 4 4.1.5.4 Recommendation	May not use layout of Appendix 7 paragraph 2	
Section II Chapter 4 4.3.1.1.2	EASA specifies more than 9 passengers.	
Section II Chapter 4 4.3.1.1.3 Recommendation	EASA specifies an applicability date of 1 August 1999	
Section II Chapter 4 4.3.1.1.5 Recommendation	Flight data recording equipment is only required for commercial air transport helicopters first issued with an individual C of A after 5 September 2022 with a MCTOM exceeding 2250 kg.	
Section II Chapter 4 4.3.1.3	1st issue of C of A post 1 January 2016 10 hours retention; 1 August 1999 to 1 January 2016 8 hours retention; 1 January 1989 to 1 August 1999 5 hours retention.	
Section II Chapter 4 4.3.2.1.1	EASA makes no mention of "For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR."	
Section II Chapter 4 4.3.2.1.2 Recommendation	EASA makes no mention of "For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR."	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	Difference	Remarks
Section II Chapter 4 4.3.2.3	EASA stipulates helicopters first issued with an individual C of A prior to 1st January 2016 of 7,000 kg or less shall retain the recorded information for at least 30 minutes. EASA stipulates helicopters first issued with an individual C of A prior between 1st August 1999 and 1st January 2016 of greater than 7,000 kg shall retain the recorded information for at least 1 hour. EASA stipulates helicopters first issued with an individual C of A prior to 1st August 1999 of greater than 7,000 kg shall retain the recorded information for at least 30 minutes.	
Section II Chapter 4 4.3.3.1.3 Recommendation	EASA stipulates helicopters first issued with an individual C of A on or after 8th April 2014	
Section II Chapter 4 4.4.4 Recommendation	EASA only requires this forward-looking terrain avoidance function for helicopters involved SPA.HOFO operations.	
Section II Chapter 4 4.5.2.6 Recommendation	The AMC is applicable to all helicopters regardless of the date of issuance of the C of A.	
Section II Chapter 4 4.5.2.7 Recommendation	EASA only allows raft below 40 kg.	
Section II Chapter 4 4.5.3.2 Recommendation	Consideration on sun not included.	
Section II Chapter 4 4.10.1 Recommendation	Helicopters with an MOPSC of more than 9 shall be equipped with airborne weather detecting equipment.	
Section II Chapter 4 4.15.1 Recommendation	(EU) 2016/1199 SPA.HOFO.155(a) stipulates: The following helicopters conducting CAT offshore operations in a hostile environment shall be fitted with a VHM system capable of monitoring the status of critical rotor and rotor drive systems by 1 January 2019: (1) complex motor-powered helicopters first issued with an individual Certificate of Airworthiness (C of A) after 31 December 2016; (2) all helicopters with a maximum operational passenger seating configuration (MOPSC) of more than 9 and first issued with an individual C of A before 1 January 2017; (3) all helicopters first issued with an individual C of A after 31 December 2018.	
Section II Chapter 4 4.17.2.1	This regulation only applies to Type B EFBs	
Section II Chapter 4 4.17.2.2	This regulation only applies to Type B EFBs	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	Difference	Remarks
Section II Chapter 5 5.1.3	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section II Chapter 5 5.1.4	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section II Chapter 5 5.1.5	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section II Chapter 6 6.2.1	EASA requirements do not address the human factors principles.	1. M.A.704 (a) requires to provide the CAME although it is not specified to whom. The AMC requires the personnel to be familiar with the relevant parts of the manual. The manual is approved by the State of Operator, due to mutual recognition is valid for the State of Registry within EASA MS. 2. Non-compliance is only identified in relation to the HF Requirement.
Section II Chapter 6 6.2.4	Non-compliance relates to the requirement to provide the manual to the State of Registry if different for the State of operator. It is currently required to be approved by the State of operator.	Within the EU Member States this requirement is compensated by the mutual recognition.
Section II Chapter 6 6.3.2	(EU) 1321/2014, Part M does not require that copies of all amendments to the maintenance programme be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.	Not regulated but done in practice and put in the contract between AOC Holders and maintenance organisations
Section II Chapter 6 6.4.2	(EU) 1321/2014 Part M specifies more exacting requirements for al 6 items	
Section II Chapter 6 6.4.4	M.A.305(h) requires An owner or operator shall ensure that a system has been established to keep the following records for the periods specified: In AMC M.A.305(h) the details in 8.4.4Same applies to maintenance organisations in 145.A.55(c)	
Section II Chapter 6 6.5.1	EASA does not stipulate a minimum take-off mass.	
Section II Chapter 6 6.5.2	(EU) 1321/2014 Part M does not specify a minimum mass for this requirement.	
Section II Chapter 6 6.7.1	Part-M.A.612 has not specified the details in referenced Chapter. No difference for Part-145. Part-M.A.612 is Less protective or partially implemented or not implemented	
Section II Chapter 6 6.8.2	For a),b(1) it is required to be kept for 12 months after aircraft is permanently withdrawn from service. However for b)(2)(3) and c) Part-M doesn't specify in corresponding provisions how long records should be kept after the aircraft has been withdrawn from service. Nevertheless those records are still required to be kept under the provisions of M.A.305(h)(1) at least 36 months after release to service.	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	Difference	Remarks
Section II Chapter 7 7.2	ICAO Annex 6 SARPS 7.2 established provisions for each type of helicopter, ORO.FC.130 (a) Required for each type and variant.	
Section II Chapter 9 9.1	EASA requires that flight manuals shall be updated by implementing changes made mandatory by EASA.	
Section II Chapter 9 9.4.3 Recommendation	EASA only requires journey logs to be retained for 3 months.	
Section II Chapter 12 12.4.2	EASA does not specifically address this requirement but refers to 'the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the 'Technical instructions for the safe transport of dangerous goods by air' (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.'	
Section II Chapter 12 12.4.3.2	EASA does not specifically address this requirement but states 'The transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its attachments, supplements and any other addenda or corrigenda.'	
Section II Chapter 12 12.4.3.3	Not implemented by EASA.	
Section III Chapter 1 1.4	Specific approvals are issued by the Competent Authority, of the operator, not necessarily the State of Registry.	
Section III Chapter 2 2.6.1	EASA gives no alleviation for purely local visual flights.	
Section III Chapter 2 2.8.4	d) is not considered	
Section III Chapter 2 2.17.1	EASA states (a) the PIC shall use the departure and approach procedures established by the State of the aerodrome.	
Section III Chapter 4 4.3.2.5 Recommendation	EASA considers lift rafts not deployable by remote control should have a maximum mass of 40 kg.	
Section III Chapter 4 4.3.2.6 Recommendation	EASA considers lift rafts not deployable by remote control should have a maximum mass of 40 kg.	
Section III Chapter 4 4.7.2.1.1	EASA requires a CVR to be fitted to helicopters over 7000 kg with an individual C of A issued on or after 1 January 2016.	

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Reference	Difference	Remarks
Section III Chapter 4 4.7.2.1.2 Recommendation	EASA has no requirement for the carriage of a CVR for a helicopter of less than 7000 kg.	
Section III Chapter 4 4.7.2.2	Discontinuation of magnetic tape CVR not implemented, however Opinion 01/2014 proposes discontinuation by 01 January 2019.	
Section III Chapter 4 4.13.4 Recommendation	May not use layout of Appendix 7 paragraph 2	
Section III Chapter 5 5.1.6	EASA does not yet specify requirements for PBC	Pending EU implementing rules.
Section III Chapter 5 5.1.7	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section III Chapter 5 5.1.8	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section III Chapter 5 5.1.9	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section III Chapter 5 5.2.1	EASA does not state the distance between landmarks for international general aviation flights.	
Section III Chapter 5 5.2.3	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	SPA.GEN.100 states: (a) The competent authority for issuing a specific approval shall be: (1) for the commercial operator the authority of the Member State in which the operator has its principal place of business; (2) for the non-commercial operator the authority of the State in which the operator is established or residing.
Section III Chapter 5 5.2.4	The Competent Authority of the operator not necessarily the State of Registry, establishes these requirements are met.	
Section III Chapter 5 5.2.5	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	
Section III Chapter 5 5.3.3	For aircraft registered in the EU, for the non-commercial operator, it is the authority of the State in which the operator has its principal place of business, is established or is residing	
Section III Chapter 6 6.2.2	(EU) 1321/2014 Part M specifies in excess of the specified requirements.	

ANNEX 7 - Aircraft Nationality And Registration Marks - Fifth Edition

Reference	Difference	Remarks
Chapter 3 3.2	Captive balloons, kites, unmanned free balloons without payload and gliders with a maximum structural mass of 80kg or less, are exempt 'Nationality and Registration Marks' requirements.	Consequently all provisions of Annex 7 which refer to the affixing and location of registration marks and identification plate cannot be applied. No centralised register of unmanned free balloons is kept in Ireland.
Chapter 3 3.3		
Chapter 4 4.1.2		
Chapter 6		
Chapter 8		

## ANNEX 8 - Airworthiness of Aircraft - Tenth Edition

Reference	Difference	Remarks
PART II Chapter 3 3.6.1	Assessment also allowed by EASA approved DOA under procedure agreed with Agency	Assessment also allowed by EASA approved DOA under procedure agreed with Agency
PART IIIA. Chapter 2 2.2.3	In the airworthiness codes, scheduling of landing distance with runway slope is not mandated, but factors on landing distance are applied by operational rules, where appropriate. In the airworthiness codes, performance scheduling for variations in water surface conditions, density of water and strength of current is not mandated, but factors on landing distance are applied by operational rules, where appropriate.	CS-23 complies except that performance is not scheduled for variations in water surface conditions, density of water and strength of current. CS 23.237 requires that the allowable water surface conditions and any necessary water handling procedures for seaplanes be established. However, factors on landing distance are applied by operational rules, where appropriate.
PART IIIA. Chapter 2 2.3.4.1	In the airworthiness codes, stall testing with one power unit inoperative is not mandated, but issues with stall warning with one engine inoperative are considered in individual certification activities.	Any issues with stall warning with one engine inoperative would be apparent from the evaluation of the design and during OEI flight testing, especially during evaluation of the manoeuvring margin at V <sub>2</sub> . This latter test is carried out by EASA with asymmetric power. It is noted that the equivalent requirement has been by Amendment 100 in Part 3B
PART IIIA. Chapter 4 4.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	NPA 15/2004 relative to Flight Crew Error/Flight Crew Performance Considerations in the Flight Deck Certification Process has been published and CS-25 has been updated in 2007. EASA has included in the rule making inventory a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second quarter of 2008 There is also a JAA interim policy (INT/POL/25/14) for large aeroplanes that has also been used by EASA.
PART IIIA. Chapter 4 4.1.6	At this time, the airworthiness codes do not specifically require protection against explosive and incendiary devices.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009 and a modification to CS-25 by end 2009
PART IIIA. Chapter 9 9.2.4	The airworthiness codes do not specifically address the issue of limitations on equipment and systems but in practice the Standard is complied with.	Paragraph XI524 was deleted from JAR-25 and is not in CS-25. The deletion was done to harmonise with FAR-25 and the rationale was that the paragraph did not add further requirements compared to FAA practice.
PART IIIA. Chapter 9 9.3.5	At this time, the airworthiness codes do not specifically require the identification of the least-risk bomb location.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA by first quarter of 2009 and a modification to CS-25 by end 2009
PART IIIA. Chapter 11	At this time, the airworthiness codes do not specifically address this security Standard except for pilot compartment doors.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA by first quarter of 2009 and a modification to CS-25 by end 2009
PART IIIB. SUB-PART B Chapter B.2.7	In the airworthiness codes, scheduling of landing distance with runway slope is not mandated, but factors on landing distance are applied by operational rules, where appropriate. In the airworthiness codes, performance scheduling for variations in water surface conditions, density of water and strength of current is not mandated, but factors on landing distance are applied by operational rules, where appropriate	CS-23 complies except that performance is not scheduled for variations in water surface conditions, density of water and strength of current. CS 23.237 requires that the allowable water surface conditions and any necessary water handling procedures for seaplanes be established. However, factors on landing distance are applied by operational rules, where appropriate.

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Reference	Difference	Remarks
PART IIIB. SUB-PART B Chapter B.2.7 b).	The airworthiness codes ensure compliance with this Standard except for accountability for worn brakes in case of commuter category aeroplanes.	The airworthiness codes ensure compliance with this Standard except for accountability for worn brakes in case of commuter category aeroplanes.
PART IIIB. SUB-PART B Chapter B.2.7 e).	The airworthiness codes ensure compliance with this Standard except for accountability for worn brakes in case of commuter category aeroplanes.	
PART IIIB. SUB-PART C Chapter C.7 a).	In general the consideration of likely impact with birds is not mandated in the airworthiness codes for small aeroplanes and commuter category aeroplanes except for bird impact on windshield for Commuter category. Consideration of the probable behaviour of the aeroplane in ditching is only required for type certification where ditching certification is required by operating rules.	CS-23 Jet requirements are under development by EASA that may remove both the bird impact and ditching difference for applicable CS-23 Jet types. Note that the current CS 25.807(e) requires provision of ditching emergency exits for passengers whether or not certification with ditching provisions is requested.
PART IIIB. SUB-PART C Chapter C.7 c).	In general the consideration of likely impact with birds is not mandated in the airworthiness codes for small aeroplanes and commuter category aeroplanes except for bird impact on windshield for Commuter category. Consideration of the probable behaviour of the aeroplane in ditching is only required for type certification where ditching certification is required by operating rules.	
PART IIIB. SUB-PART D Chapter D.1.3	The last sentence “the effect on the occupant of the aeroplane and other persons on the ground, and the environment in general, in normal and emergency situations, shall be taken into account” is covered by certification for occupants of the aeroplane. (crash survivability, fumes) For other matters in general, refer to European directive REACH	The last sentence “the effect on the occupant of the aeroplane and other persons on the ground, and the environment in general, in normal and emergency situations, shall be taken into account” is covered by certification for occupants of the aeroplane. (crash survivability, fumes) For other matters in general, refer to European directive REACH
PART IIIB. SUB-PART D Chapter D.1.3	The last sentence “the effect on the occupant of the aeroplane and other persons on the ground, and the environment in general, in normal and emergency situations, shall be taken into account” is covered by certification for occupants of the aeroplane. (crash survivability, fumes) For other matters in general, refer to European directive REACH	The last sentence “the effect on the occupant of the aeroplane and other persons on the ground, and the environment in general, in normal and emergency situations, shall be taken into account” is covered by certification for occupants of the aeroplane. (crash survivability, fumes) For other matters in general, refer to European directive REACH
PART IIIB. SUB-PART D Chapter D.2 a).	The airworthiness codes ensure compliance with sub-paragraph a) except for prevention of misassemble.	Work to address Protection against explosive and incendiary devices, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009 and a modification to CS-25 by end 2009
PART IIIB. SUB-PART D Chapter D.2 b).	At this time the airworthiness codes do not mandate protection against explosive and incendiary devices.Anx	
PART IIIB. SUB-PART D Chapter D.2 g) 1-3.		
PART IIIB. SUB-PART D Chapter D.2 h).		
PART IIIB. SUB-PART D Chapter D.2 i).		



## ANNEX 8 - Airworthiness of Aircraft - Tenth Edition

Reference	Difference	Remarks
PART IIIB. SUB-PART F Chapter F.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	NPA 15/2004 relative to Flight Crew Error/Flight Deck Certification Process has been published and has been incorporated into CS-25 amendment 3 EASA has included in the 2008 advance rule making planning a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second of 2008. There is also a JAA interim policy (INT/POL/25/14) for large aeroplanes that has also been used by EASA
PART IIIB. SUB-PART F Chapter F.5	Protection against electromagnetic interference is not specifically required by CS-23 and CS-25	Work to address this, based on the output of the Harmonization WG is in the inventory Interim Policies developed by JAA for small and large aeroplanes are also notified by EASA as special conditions Action: EASA Target Completion Date: Task MDM.024 2010
PART IIIB. SUB-PART G Chapter G.2.5	The airworthiness codes do not specifically address the issue of limitations on equipment and systems but in practice the standard is complied with.	Paragraph X1524 was deleted from the JAR-25 and is not in CS-25. The deletion was done to harmonise with FAR-25 and the rationale was that the paragraph did not add further requirements compared to FAA practice.
PART IIIB SUB-PART G Chapter G.3.5	Not covered by CS-25	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009 and a modification to CS-25 by end 2009
PART IIIB SUB-PART I Chapter I.1	This provision is not included in the airworthiness codes, but in the case of new design special conditions can be used during certification to address cases where the related airworthiness code does not contain adequate or appropriate safety standards.	The statement looks like a principle for rule making. A comparable principle, not only limited to Crash worthiness may be found in Article 5.5 and article 14 of the EASA Basic Regulation.
PART IIIB SUB-PART I Chapter I.6	The airworthiness codes do not address this standard except for the installation requirement, The rest is covered by the operating rules.	JAR-OPS contains the equipage requirements
PART IIIB SUB-PART K	At this time, the airworthiness codes do not specifically address these security standards except for pilot compartment doors.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009 and a modification to CS-25 by end 2009
PART IV Chapter 2 2.2.2.1	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3.	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.

ANNEX 8 - Airworthiness of Aircraft - Tenth Edition

Reference	Difference	Remarks
PART IV Chapter 2 2.2.2.2	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3.	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.
PART IV Chapter 2 2.2.3.1	For category B helicopters the airworthiness code only requires take-off distance to be included in the performance data.	For Category B helicopters, only take-off distance is required to be included in the performance data while take-off distance, path and rejected take-off distance information is required for Category A helicopters. Class 1, 2 and 3 are addressed by JAR-OPS-3. Amendment 100 introduces Category A and B 2.2.31 has been the subject of a complete revision for Part IVB (Amendment 100) such that take-off distance (all engines) for all helicopters is required as per the operating rules, with additional take-off and rejected take-off distances required for Category A helicopters.
PART IV Chapter 2 2.2.3.1.1	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.
PART IV Chapter 2 2.2.3.1.2		
PART IV Chapter 2 2.2.3.1.3		
PART IV Chapter 2 2.2.3.2	The concept of two power units inoperative is not included in the airworthiness codes, but In the case of new design special conditions can be used during certification to address cases where the related airworthiness code does not contain adequate or appropriate safety standards.	En-route performance is based on climb performance both for all engines operating and one engine inoperative situations. The case of the two critical power units inoperative for helicopters having three or more engines is not addressed. Concerns only helicopters with 3 or more engines. This standard has been reviewed and found to offer no safety benefit. It has therefore been removed from Part IVB (Amendment 100) and hence the identified difference will also be removed for helicopter certificated after December 2007
PART IV Chapter 2 2.2.3.3.1	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3.	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.
PART IV Chapter 4 4.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	EASA has included in the rule making inventory a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second quarter of 2008

## ANNEX 8 - Airworthiness of Aircraft - Tenth Edition

Reference	Difference	Remarks
PART IV Chapter 4 4.1.6	The airworthiness codes ensure compliance with this standard except for the consideration of depressurization, but this issue may be addressed during certification if appropriate using the Special Condition procedure.	The airworthiness codes ensure compliance with this standard except for the consideration of depressurization, but this issue may be addressed during certification if appropriate using the Special Condition procedure.
PART IV Chapter 4 4.1.8	The airworthiness codes do not specifically address the risk that ground handling operations may cause damage.	The airworthiness codes do not specifically address the risk that ground handling operations may cause damage.
PART IV Chapter 7 7.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	EASA has included in the rule making inventory a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second quarter of 2008
PART IVB. SUB-PART E Chapter E.2.7	PART IVB. SUB-PART E Chapter E.2.7	This is a case where a difference exists because CS 27 is more exacting or exceeds Part IVB which only requires restart capability for helicopters greater than 3175kg or which are certificated to CAT. A.
PART IVB. SUB-PART F Chapter F.5 Part VB F.5	This issue is not covered by the present CS-27, CS 29 and CS 23	However this issue is addressed by generic special conditions ensuring an equivalent level of safety to ICAO Annex 8 by other means. The Agency has included in its inventory a rule making task to address the issue (Task MDM.024)
PART V. SUB-PART F Chapter F.5		

## ANNEX 9 - Facilitation - Ninth Edition Nil

Reference	Difference	Remarks

## ANNEX 10 - Aeronautical Telecommunications - Volume I - Eight Edition

Reference	Difference	Remarks
Amendment 94 to Annex 10 Volume I	Point CNS.TR.100(a) of Regulation (EU) 2017/373 requires Member States to comply with Annex 10 Volume I in its 6th edition of July 2006, including all amendments up to and including No 89. In particular, Galileo services shall not be considered as operational as long as they have not been declared as such to ICAO.	The proposed amendments to the Regulation 2017/373 to introduce the references to Annex 10, Volume I up to and including Amendment 94 are planned under rulemaking task (RMT) of EASA with the reference of RMT.0719 (Regular update of ATM/ANS rules)

## ANNEX 10 - Aeronautical Telecommunications - Volume II - Seventh Edition

Reference	Difference	Remarks
Amendment 94 to Annex 10 Volume II	Point CNS.TR.100(b) of Regulation (EU) 2017/373 requires Member States to comply with Annex 10 Volume II in its 6th edition of October 2001, including all amendments up to and including No 89.	The proposed amendments to the Regulation 2017/373 to introduce the references to Annex 10, Volume II up to and including Amendment 94 are planned under rule making task (RMT) of EASA with the reference of RMT.0719 (Regular update of ATM/ANS rules).
Chapter 1 Definitions	The amendment of the definitions, introduced in Amendment 93, will not be implemented at the applicability date.	To be implemented under Subtask 6 of RMT.0476
Chapter 3 3.9	This new section, introduced in Amendment 93, will not be implemented at the applicability date.	To be implemented under Subtask 6 of RMT.0476

ANNEX 10 - Aeronautical Telecommunications - Volume II - Seventh Edition

Reference	Difference	Remarks
Chapter 4 4.4.1.1.3	The update to this section, introduced in Amendment 94, will not be implemented at the applicability date.	
Chapter 4 4.7	The update to this section, introduced in Amendment 94, will not be implemented at the applicability date.	
Chapter 5 5.2.1.7.3.2.3	SERA. 14055(b)(2) of Regulation (EU) 923/2012, contains an additional sentence on the possibility of omitting the call sign of the ATS unit for transfers of communications within one ATS unit, when authorised by the competent authority.	

ANNEX 10 - Aeronautical Telecommunications - Volume III - Second Edition

Reference	Difference	Remarks
Amendment 93 to Annex 10 Volume III	Point CNS.TR.100(c) of Regulation (EU) 2017/373 requires Member States to comply with Annex 10 Volume III in its 2nd edition of July 2007, including all amendments up to and including No.89.	The proposed amendments to the Regulation 2017/373 to introduce the references to Annex 10, Volume III up to and including Amendment 93 are planned under rule making task (RMT) of EASA with the reference of RMT.0719 (Regular update of ATM/ANS rules).

ANNEX 10 - Aeronautical Telecommunications - Volume V - Third Edition

Reference	Difference	Remarks
Amendment 91 to Annex 10 Volume V	Point CNS.TR.100(e) of Regulation (EU) 2017/373 requires Member States to comply with Annex 10 Volume V in its 3rd edition of July 2013, including all amendments up to and including No.89.	The proposed amendments to the Regulation 2017/373 to introduce the references to Annex 10, Volume V up to and including Amendment 91 are planned under rule making task (RMT) of EASA with the reference of RMT.0719 (Regular update of ATM/ANS rules).

ANNEX 11 - Air Traffic Services - Sixteenth Edition

Reference	Difference	Remarks
Chapter 2 2.13.1	Within the Shannon UIR / FIR, VOR change over points have not been established	The proposed amendments to the Regulation 2017/373 to introduce the references to Annex 10, Volume I up to and including Amendment 94 are planned under rule making task (RMT) of EASA with the reference of RMT.0719 (Regular update of ATM/ANS rules).
Chapter 2 2.21.2	The term 'SIGMET message' is not changed to 'SIGMET information'.	Rulemaking task (RMT) 0719 'Regular update of air traffic management/air navigation services rules', subtask 6.
Chapter 2 2.25.5	'Time checks shall be given <u>at least</u> to the nearest minute'	Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1) differs from ICAO Annex 11, standard 2.25.5
Chapter 2 Paragraph 2.6.1		Exemption possibility. Implementing Regulation (EU) No 923/2012 SERA.6001 allows aircraft to exceed the 250kts speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.

## ANNEX 11 - Air Traffic Services - Sixteenth Edition

Reference	Difference	Remarks
Chapter 3	<p>(b) Clearances issued by air traffic control units shall provide separation:</p> <ol style="list-style-type: none"> <li>1. between all flights in airspace Classes A and B</li> <li>2. between IFR flights in airspace Classes C, D and E;</li> <li>3. between IFR flights and VFR flights in airspace Class C;</li> <li>4. between IFR flights and special VFR flights;</li> <li>5. between special VFR flights unless otherwise prescribed by the competent authority;</li> </ol> <p>except that, when requested by the pilot of an aircraft <u>and agreed by the pilot of the other aircraft</u> and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared <u>subject to maintaining own separation in respect of a specific portion of the flight below 3050m (10,000ft) during climb or decent, during day in visual meteorological conditions.</u></p>	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.8005 (b)
Chapter 3	<p>(e) Read-back of clearances and safety-related information</p> <p>(1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:</p> <p>(i) ATC route clearances;</p> <p>(ii) clearances and instructions to enter, land on, take off from, hold short of, cross, <u>taxi</u> and backtrack on any runway; and</p> <p>(iii) runway-in-use, altimeter settings, SSR codes, <u>newly assigned communication channels</u>, level instructions, heading and speed instructions; and</p> <p>(iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.</p>	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the underlined text)
Chapter 3	<p>(2) Other clearances or instructions, including conditional clearances <u>and taxi instructions</u>, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.</p>	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the underlined text)

ANNEX 11 - Air Traffic Services - Sixteenth Edition

Reference	Difference	Remarks
Chapter 3	Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, police, medical, search and rescue operations and fire-fighting flights, the following additional conditions shall be applied: (a) such special VFR flights may be conducted during day only, unless otherwise permitted by the competent authority; (b) by the pilot: (1) clear of cloud and with the surface in sight; (2) the flight visibility is not less than 1500m or, for helicopters, not less than 800m; (3) fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and (c) an air traffic control unit shall not issue a Special VFR clearance to aircraft to 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: (1) the ground visibility is not less than 1500m or, for helicopters, not less than 800m; (2) the ceiling is not less than 180m (600 ft).	New provision. Implementing Regulation (EU) No 923/2012 point SERA.5010 Special VFR in control zones

ANNEX 12 - Search And Rescue - Eighth Edition Nil

Reference	Difference	Remarks

ANNEX 13 - Aircraft Accident And Incident Investigation - Ninth Edition Nil

Reference	Difference	Remarks

ANNEX 14 - Aerodromes - Fourth Edition Nil

Reference	Difference	Remarks

ANNEX 15 - Aeronautical Information Service - Twelfth Edition

Reference	Difference	Remarks
Chapter 4 4.1.3 (Standard)	Area Chart ICAO The Area Chart ICAO is not produced in Ireland	Requirements are fulfilled by other means SID, STAR, Approach 1:250,000, 1:500,000 and EN Route charts

ANNEX 16 - Environmental Protection - Fifth Edition Nil

Reference	Difference	Remarks

ANNEX 17 - Security - Eighth Edition Nil

Reference	Difference	Remarks

## ANNEX 18 - The Safe Transport Of Dangerous Goods By Air - Third Edition Nil

Reference	Difference	Remarks

## ANNEX 19 - Safety Management- First Edition

Reference	Difference	Remarks
Chapter 3 3.1.3	SMS not yet addressed in the EASA regulations on design, production and maintenance organisations.	
Chapter 3 3.1.4	Not yet applicable.	
Chapter 4 4.1.1	SMS is not yet addressed in Reg. (EU) 1321/2014 and Reg (EC) 748/2012.	
Chapter 4 4.1.5	SMS is not yet addressed in Commission Regulation (EC) 748/2012.	
Chapter 4 4.1.6	SMS is not yet addressed in Commission Regulation (EC) 748/2012.	
Chapter 4 4.2.1	Not yet applicable.	
Chapter 4 4.2.2	Not yet applicable.	

## DOC 8168 - Procedure for Air Navigation Services - Aircraft Operations Vol 11 (Construction of visual and instrument Flight Procedures) (4th Edition including AMDT) - Nil

Reference	Difference	Remarks

## DOC 4444 - Procedures for Air Navigation Services - Air Traffic Management - Sixteenth Edition

Reference	Difference	Remarks
Chapter 12 12.3.1.2 (z) to (kk)	Revised SID/STAR phraseology not yet implemented	Work is under way to effect implementation of the PANS-ATM Amendment 7-A phraseology (date to be confirmed but not before Q4 2018)
Chapter 12 12.3.3.1 (g) to (h)	Revised departure instructions phraseology not yet implemented	Work is under way to effect implementation of the PANS-ATM Amendment 7-A phraseology (date to be confirmed but not before Q4 2018)
Chapter 12 12.3.3.2 (d) to (f)	Revised approach instructions phraseology not yet implemented	Work is under way to effect implementation of the PANS-ATM Amendment 7-A phraseology (date to be confirmed but not before Q4 2018)

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**GEN 2.4 Location Indicators**

The Location Indicators marked with an asterisk (\*) cannot be used in the address component of AFS messages.

<b>1. ENCODE</b>		<b>2. DECODE</b>	
Location	Indicator	Indicator	Location
ABBEYFEALE	EIRE*	EIAB*	ABBEYSHRULE
ABBEYLEIX HOUSE	EIAL*	EIAC*	CUSTUME
ABBEYSHRULE	EIAB*	EIAH*	ANDONA
AIRPORT CONNEMARA	EICA*	EIAL*	ABBEYLEIX HOUSE
ANDONA	EIAH*	EIBB*	BALLYBOUGHAL DUBLIN
ATHBOY	EIMH*	EIBF*	BENFIELD
BALLINAROOGA	EIBG*	EIBG*	BALLINAROOGA
BALLYBOUGHAL DUBLIN	EIBB*	EIBN*	BANTRY
BALLYHAVIL FARM	EISS*	EIBR*	BIRR
BANTRY	EIBN*	EIBT*	BELMULLET
BELMULLET	EIBT*	EICA*	AIRPORT CONNEMARA
BENFIELD	EIBF*	EICD*	CRADDENSTOWN
BIRR	EIBR*	EICK	CORK
CLONBULLOGUE	EICL*	EICL*	CLONBULLOGUE
COONAGH	EICN*	EICM*	GALWAY
CORK	EICK	EICN*	COONAGH
CRADDENSTOWN	EICD*	EICW*	CRAUGHWELL AIRFIELD
CRAUGHWELL AIRFIELD	EICW*	EIDG*	DOLLYSGROVE
CUSTUME	EIAC*	EIDL	DONEGAL
DOLLYSGROVE	EIDG*	EIDW	DUBLIN INTERNATIONAL
DONEGAL	EIDL	EIFN*	FRIARSTOWN
DUBLIN INTERNATIONAL	EIDW	EIFR*	FINNER MILITARY
FINNER MILITARY	EIFR*	EIHH*	NAVAN AIRFIELD
FRIARSTOWN	EIFN*	EIHN*	HACKETSTOWN
GALWAY	EICM*	EIIF*	ILAS AIRFIELD
HACKETSTOWN	EIHN*	EIIM*	INISHMORE
ILAS AIRFIELD	EIIF*	EIIR*	INISHEER
INISHEER	EIIR*	EIKB*	KYLEBRACK HELIPORT
INISHMAAN	EIMN*	EIKD*	TAGGARTS AIRSTRIP
INISHMORE	EIIM*	EIKG*	KINSALE GAS FIELD
IRELAND WEST	EIKN	EIKH*	KILRUSH KILDARE
KERRY	EIKY	EIKI*	KILLENAULE
KILKENNY	EIKK*	EIKK*	KILKENNY
KILLENAULE	EIKI*	EIKN	IRELAND WEST
KILRUSH KILDARE	EIKH*	EIKY	KERRY
KINSALE GAS FIELD	EIKG*	EILT*	LETTERKENNY
KYLEBRACK HELIPORT	EIKB*	EILV*	LAKEVIEW
LAKEVIEW	EILV*	EIMH*	ATHBOY
LETTERKENNY	EILT*	EIMN*	INISHMAAN
MOYGLARE AIRFIELD	EIMY*	EIMP*	MULLINGAR
MULLINGAR	EIMP*	EIMY*	MOYGLARE AIRFIELD
NAVAN AIRFIELD	EIHH*	EINC*	NEWCASTLE

1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
NEWCASTLE	EINC*	EINN	SHANNON
RATHCOOL	EIRT*	EIRE*	ABBEYFEALE
SHANNON	EINN	EIRT*	RATHCOOL
SNUG BEAG	EISB*	EISB*	SNUG BEAG
SLIGO	EISG	EISG	SLIGO
SPOLENS AIRFIELD	EITU*	EISS*	BALLYHAVIL FARM
TAGGARTS AIRSTRIP	EIKD*	EITB*	TIBOHINE
TIBOHINE	EITB*	EITM*	TRIM
TREVET	EITT*	EITT*	TREVET
TRIM	EITM*	EITU*	SPOLENS AIRFIELD
WATERFORD	EIWF	EIWF	WATERFORD
WESTON	EIWT	EIWT	WESTON

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## ENR 1.5 HOLDING APPROACH AND DEPARTURE PROCEDURES

### 1. GENERAL

- 1.1 The holding, approach and departure procedures in use are based on those contained in ICAO Doc 8168 – OPS/611/Vol II.
- 1.2 The holding procedures are those set out in PART 3 AD 2.22 and shown on Instrument Approach Charts. It is of the utmost importance that the approaches to the holding patterns and the holding procedures are carried out as accurately as possible. Pilots are requested to inform ATC if for any reason the approach and/or holding cannot be performed as required.
- 1.3 Rate of descent in holding patterns amended to: a standard rate of descent of 1000ft per min in holding patterns will be used unless otherwise instructed by ATC.  
Pilots must advise ATC if unable to comply with the standard rate of descent.
- 1.4 Pilots of aircraft not equipped with functioning two-way radio must make arrangements with the ATC unit at destination before commencing a flight to a controlled aerodrome.
- 1.5 Indication of Heavy Wake Turbulence Category
- 1.5.1 The word “HEAVY” shall be included immediately after the aircraft call sign in the initial RTF contact between aircraft in the Heavy Wake Turbulence Category and the aerodrome control tower or the approach control office prior to departure or arrival.
- 1.5.2 For the purpose of Para [1.5.1](#) above, aircraft with a maximum certificated all up weight of 136,000kg (300,000lb) or more are classified as “HEAVY”.
- 1.6 Aerodrome Operating Minima
1. The obstacle clearance altitude/heights (OCA/H) for the aircraft categories for which the procedure is designed shall be shown on the relevant instrument approach chart.
  2. The state does not publish visibility, MDA, DH, DA, MDA/H or DA/H for instrument approaches at aerodromes.

### 2. ARRIVING FLIGHTS

- 2.1 Controlled flights entering and landing within a Terminal Control Area will be cleared on a STAR or to a specified holding point. If the clearance limit is reached before further instructions have been received, holding procedures should be carried out at the last assigned level.
- 2.2 As soon as practicable after landing, aircraft should report landing time to the appropriate aerodrome control unit.

### 3. DEPARTING FLIGHTS

- 3.1 Flights departing from controlled aerodromes will receive initial ATC clearance from the local aerodrome Control tower. The clearance limit will normally be the aerodrome of destination.
- 3.1.1 As soon as practicable after take-off and in any event after an interval not exceeding TWO MINUTES aircraft should report take-off time to the appropriate Aerodrome Control Unit.
- 3.2 Flights departing from non-controlled aerodromes and intending to enter controlled airspace are required to file a flight plan with the nearest ATC unit prior to departure. However, where an uncontrolled aerodrome is located outside a control zone and where telephone facilities are not available, flight plans may be filed during flight. In those cases pilots should ensure that the flight plan is filed at least ten minutes before entry into controlled airspace and that RTF transmissions are kept to a minimum.

### 4. POLICY ON NAMING OF SIGNIFICANT POINTS

- 4.1 Modern air navigation systems use longitudinal and latitudinal designated points, identified either by a unique pronounceable or alphanumeric Five Letter Name Code (5LNC).

- 4.2 ASAM 007 (the policy on Naming of Significant Points) assists the proponent in the submission of waypoint suggestions to the Airspace and U-Space Division of the Irish Aviation Authority and to explain the use and application of both naming options.

## 5. CONTINUOUS CLIMB AND CONTINUOUS DESCENT OPERATIONS

- 5.1 Continuous climb and continuous descent operations (CCO/CDO) allow aircraft to follow a flexible, optimum flight path that delivers environmental and economic benefits - reductions in fuel burn, gaseous emissions, noise and fuel costs - without any adverse effect on safety.
- 5.2 These CCO/CDO operations are aircraft operating techniques enabled by Airspace design, instrument flight procedure design and facilitated by air traffic control (ATC) and therefore the responsibility for enabling, implementing and performing CCO/CDO operations does not rest with one individual stakeholder. All stakeholders therefore play a collaborative role in optimising vertical flight efficiency to ensure the expected benefits are realised.
- 5.3 To minimise the amount of time spent in level flight and ensuring that representative aircraft type characteristics are considered, regular reviews of Letter of Agreements (LoA's) between airspace sectors and adjacent FIR boundaries are required.

**EIWF AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EIWF – WATERFORD

**EIWF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP and its site	521114N 0070513W Mid-point RWY 03/21
2	Direction and distance from (city)	4NM SE of Waterford
3	AD Elevation, Reference Temperature & Mean Low Temperature	113ft /19.6°C (Max Temp) 1.5°C (MNM Temp)
4	Geoid undulation at AD ELEV PSN	185ft
5	MAG VAR/Annual Change	2° W (2024) /13' decreasing
6	AD Operator, address, telephone, telefax, email, AFS, Website	Post: Waterford Airport Killowen, Co. Waterford  Phone:+ 353 51 84 66 00 Fax: + 353 51 87 17 01 [ATC] Fax: + 353 51 87 56 23 [Operations] Email: atc@waterfordairport.net Email: operations@waterfordairport.net AFS: EIWFZTZX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

**EIWF AD 2.3 OPERATIONAL HOURS**

1	AD Operator	01 JAN 2026-28 MAR 2026 0745-1300, 1345-1830, 1915-2045 29 MAR 2026-31 MAY 2026 0645-1200, 1245-1730, 1815-1945 01 JUN 2026-31 AUG 2026 0745-1200, 1245-1730, 1815-2045 01 SEP 2026-24 OCT 2026 0645-1200, 1245-1730, 1815-1945 25 OCT 2026-31 DEC 2026 0745-1300, 1345-1830, 1915-2045
2	Customs and immigration	24 HR PN required to AD Operator.
3	Health and sanitation	As per AD Operator
4	AIS Briefing Office	See Remarks
5	ATS Reporting Office (ARO)	As per AD Operator
6	MET Briefing Office	See Remarks
7	ATS	As per AD Operator
8	Fuelling	As per AD Operator
9	Handling	As per AD Operator
10	Security	As per AD Operator
11	De-icing	As per AD Operator

12	Remarks	<p>AD Operator AVBL outside published HR, 24 HR PN to AD Operator</p> <p>ATS AVBL outside published HR, 24 HR PN to AD Operator</p> <p>PIB AVBL from AIS, Shannon see <a href="#">GEN 3.1.5</a></p> <p>MET briefing AVBL from Central Aviation Office, Shannon Airport see <a href="#">GEN 3.5.4</a></p> <p>Airport PPR to non-based operators.</p> <p>Phone: Operations +353 51 84 66 00</p> <p>Email: <a href="mailto:operations@waterfordairport.net">operations@waterfordairport.net</a></p>
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## EIWF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Contact airport operations
2	Fuel/oil types	JET A1; AVGAS
3	Fuelling facilities/capacity	<p>1 JET A1 Truck - Capacity 18,000L</p> <p>1 AVGAS Mobile Unit 2,000L</p> <p>Storage capacity - Jet A1 100,000L</p> <p>Storage capacity - AVGAS 50,000L</p>
4	De-icing facilities	Nil
5	Hangar space available for visiting aircraft	Limited – Contact AD Operator
6	Repair facilities for visiting aircraft	<p>Waterford Aircraft Maintenance Services</p> <p>Phone: + 353 51 87 28 09</p>
7	Remarks	<p>Handling services available, contact Waterford Operations.</p> <p>AVGAS available up to 30 mins before evening closing time or later by prior arrangement only.</p>

## EIWF AD 2.5 PASSENGER FACILITIES

1	Hotel(s) at or in the vicinity of AD	Waterford
2	Restaurant(s) at or in the vicinity of AD	Nil.
3	Transportation possibilities	Taxis and Car Hire from the AD (Prior notice required). Train from Waterford.
4	Medical facilities	First Aid at AD. Hospitals in Waterford.
5	Bank and Post Office at or in the vicinity of AD	Waterford
6	Tourist Office	Waterford
7	Remarks	Nil

## EIWF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 2. Up to CAT 6 AVBL with 24 HR PN required to Operations
2	Rescue equipment	Rescue and Emergency equipment for up to CAT 6
3	Capability for removal of disabled aircraft	<p>Operators to make own arrangements through IATA pool or other organisations.</p> <p>Recovery assistance available through local contractors, up to 20,000kg</p> <p>Contact the Airport Co-ordinator: +353 (0)51 846600</p>

4	Remarks	Fire cover available during operating hours. 24 HR PN required to AD Duty Supervisor for services outside of operating hours.
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## EIWF AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Type(s) of clearing equipment	1 runway snow plough 1 runway sweeper 1 snow blower 1 runway de icer
2	Clearance priorities	Search and Rescue apron area, RWY 03/21 and associated TWY's
3	Use of Material for movement area surface treatment	(KFOR) Potassium Formate Fluids as required
4	Specially prepared winter runways	Not applicable
5	Remarks	Global Reporting Format - ATS communications for Global Reporting Format for Runway surface conditions. Runway surface conditions not reported by ATIS. Flight crew will be provided with the latest Runway surface conditions from ATS on first contact.

## EIWF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Surface: CONC / Strength: PCN 19/F/C/Y/T			
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A	15 M	ASPH	PCN 19/F/C/Y/T
		B	15 M	ASPH	PCN 19/F/C/Y/T
3	Altimeter checkpoint location and elevation	Location: Terminal Apron / Elevation: NIL			
4	VOR checkpoint	Nil			
5	INS checkpoint	Nil			
6	Remarks	TWY B restricted to Code A fixed wing and helicopter aircraft only.			

## EIWF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing Guidance System Signboards at intersection of TWY and RWY and at the Holding Point.
2	RWY/TWY markings and LGT	RWY Marked: Designator, THR, TDZ, C/L Lighted: RWY edge, RWY end, PAPI, Displaced Thresholds TWY Marked: Centreline, Holding position. Lighted: Edge.
3	Stop bars	Nil
4	Other RWY Protection measures	-

5	Remarks	Nil
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## EIWF AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/Type, Colour	Remarks
a	b	c	d	e	f
Aerodrome Obstacles Point of Contact: <a href="mailto:aipdata@waterfordairport.ie">aipdata@waterfordairport.ie</a>					

In Area 3					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/Type, Colour	Remarks
a	b	c	d	e	f
Aerodrome Obstacles Point of Contact: <a href="mailto:aipdata@waterfordairport.ie">aipdata@waterfordairport.ie</a>					

## EIWF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Central Aviation Office, Shannon Airport see <a href="#">GEN 3.5.4</a>
2	Hours of service	Refer to EIWF AD 2.3
3	Office responsible for TAF preparation Periods of validity Interval of issuance.	Met Eireann Central Aviation Office, Shannon. 9 HR 3 HR
4	Trend forecast Interval of issuance	Nil
5	Briefing/consultation provided	Personal
6	Flight documentation Language(s) used	Charts and Tabular English
7	Charts and other information available for briefing or consultation	Hourly Synoptic Chart; 6-hourly synoptic chart; 6-hourly prognostic chart (surface); prognostic chart of significant weather; prognostic chart of wind/temperature at upper levels; prognostic chart of tropopause levels.
8	Supplementary equipment available for providing information	Automated Weather Station at Waterford AD. EIWF METAR available on URL: <a href="http://www.waterfordairport.ie/weather">http://www.waterfordairport.ie/weather</a> Phone:+ 353 51 87 70 00 HR as per ATS.
9	ATS units provided with information	EIWF TWR
10	Additional information (limitation of service, etc.)	METAR available every 30 mins. <a href="#">GEN 3.5.4.2</a> for additional information



**EIWF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	021.01°	1433 x 30	PCN 30/F/C/Y/T ASPH	521054.98N 0070524.89W 521135.57N 0070459.53W 185 ft	26.5 M /87ft
21	201.01°	1433 x 30	PCN 30/F/C/Y/T ASPH	521131.24N 0070502.24W 521052.27N 0070526.59W 185 ft	34.4 M /113ft

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY End Safety Area dimensions (M)	Location and description of Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
Refer to Aerodrome Obstruction Chart Type A	Nil	Nil	1553 x 150	240 X 90	-	Nil	Grooved Surface
	Nil	Nil	1553 x 150	240 X 90	-	Yes	Grooved Surface

**EIWF AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	1433	1433	1433	1343	THR 03 DISPLACED 90 M
21	1433	1433	1433	1290	THR 21 DISPLACED 143 M

**EIWF AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	SALS 420M, 1 crossbar at 300M	G	PAPI, Left Slope 3° MEHT 26.0 ft	Nil	Nil	White 60 M Amber 450 M from runway end	R	Nil	Nil

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
21	CAT I 750 M 4 crossbars	G	PAPI, Left Slope 3.25° MEHT 26.0 ft	Nil	Nil	White 60 M Amber 450 M from runway end	R	Nil	PAPI RWY 21 not to be used for approach slope guidance until the aircraft is aligned with the runway, as normal obstacle clearance is not provided to the west of the runway extended centre-line.

## EIWF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	At Tower, FLG W/G, 30 per minute As per AD Operator <a href="#">EIWF AD 2.3</a> .
2	LDI location and LGT Anemometer location and LGT	WDI Near THR 21 lighted Near THR 21 lighted
3	TWY edge and centre line lighting	Blue TWY Edge Only
4	Secondary power supply/switch-over time	Secondary Power Supply to all Lighting at AD/Switch-over 12 seconds.
5	Remarks	Nil

## EIWF AD 2.16 HELICOPTER LANDING AREA

NIL

## EIWF AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Waterford Control Zone Circle radius 10NM 521114N 0070513W (Waterford ARP)
2	Vertical limits	5000 ft AMSL
3	Airspace classification	C G (outside hours of operation of ATC)
4	ATS unit call sign Language(s)	Waterford Tower Waterford Information (during the hours of AFIS operation) English
5	Transition altitude	5000 ft
6	Hours of applicability	-

7	Remarks	<p>Outside the promulgated hours of operation of the Waterford Control Zone, the following airspace:  Waterford Airport - Circle radius 10NM 521114N 0070513W centered on the Waterford Aerodrome Reference Point, surface to 5000 feet AMSL is classified as Class G airspace.  During these periods, an Aerodrome Flight Information Service (AFIS) <b>may</b> be provided and IFR holding, approach and departure procedures for SAR Operations may take place at Waterford Airport. Outside the promulgated Aerodrome hours of operation of Waterford Airport, an AFIS may be provided at short notice, in support of helicopters on SAR/HEMS/Training missions based at Waterford Airport  <i>NOTE: Instrument Procedures are only available when an Air Traffic Control Service is being provided, <b>unless</b> an operator is authorised by the Flight Operating Standards Department of the Irish Aviation Authority and Waterford Airport Management.</i>  Pilots will be provided by Waterford AFIS, Callsign "Waterford INFORMATION", with an Aerodrome Flight Information and Alerting Service while operating in the local airspace. Pilots are responsible for their own separation while operating in Class G - Uncontrolled Airspace.  The hours of operation of AFIS are promulgated by NOTAM. Times may vary to support helicopters on SAR/HEMS missions based at Waterford Airport.  <b>Airspace Status</b>  This airspace is designated as a Transponder Mandatory Zone (TMZ) and Radio Mandatory Zone (RMZ), during the hours when an Aerodrome Flight Information Service is provided  Refer to <a href="#">EIWF AD.2.20.8</a></p>
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## EIWF AD 2.18 ATS COMMUNICATIONS FACILITIES

Service designation	Call sign	Channel	SAT VOICE No.	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	Waterford Tower	129.850 MHz	-	-	Refer to <a href="#">EIWF AD 2.3</a> AD Operator	Nil
GND	Waterford Ground	121.600 MHz	-	-		As directed by ATC
AFIS	Waterford Information	129.850 MHz	-	-		When ATC not available. Check NOTAM and refer to ATIS.
ATIS	Waterford ATIS	121.150 MHz	-	-		Nil

## EIWF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS/GNSS/ SBAS and GBAS, give declination)	ID	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service Volume Radius from the GBAS Reference Point	Remarks
1	2	3	4	5	6	7	8
DME	IWD	110.9 kHz CH 46X	H24	521119.6N 0070502.0W	110 ft		Designated Operational Coverage 25 DME reads Zero at RWY 21 THR. DME reads 0.3D at RWY 03 THR. Monitored only during hours as per ATS
NDB	WTD	368.0 kHz	H24	521120.4N 0070500.0W			Designated Operational Coverage 25NM Monitored only during hours as per ATS
ILS LLZ RWY 21	IWD	110.9 MHz	H24	521039.1N 0070534.8W			Monitored only during hours as per ATS
ILS GP RWY 21	IWD	330.8 MHz	H24	521123.2N 0070514.1 W			GP Angle 3.2° RDH 45 ft Full scale fly up indication may not be maintained when right of localizer sector and below glidepath. Glidepath flags may occur when right of centreline.

## EIWF AD 2.20 LOCAL AERODROME REGULATIONS

1. Landing, take off and manoeuvring on the aerodrome outside the published HR of operation of the aerodrome is not permitted unless such permission has been obtained in advance from aerodrome operations or is in the event of an emergency or a search and rescue (SAR) operation.
2. A booking system exists for instrument training, training periods may be booked by application to ATC

Phone: + 353-51-846600

Fax: + 353-51-871701

Email: [atc@waterfordairport.net](mailto:atc@waterfordairport.net)

The filing of a flight plan does not constitute a booking. Failure to make a booking may result in the aircraft being refused the use of the facilities.

Pilots are requested to advise aerodrome operations of booking cancellations.

3. A booking procedure for all circuit training flights may be introduced by ATS during busy periods.
4. Aircrew and personnel are required to wear high visibility clothing at all times when airside.
5. Individuals or operators intending to base aircraft at the aerodrome must seek the prior written approval of the Airport Manager.
6. Solo Student Pilots from non-Waterford based Flight Training Organisations (FTO) must contact ATS at +353 51 846613 prior to departing to Waterford for PPR and a briefing.
7. RWY 03/21, fixed wing aircraft are required to use the runway end turning areas for making 180 deg turns. Light

aircraft are exempt from this requirement.

## 8. Equipment Requirements

1. **TMZ**  
All flights operating in the Waterford TMZ shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed by Waterford ATS that has been designated for the airspace as outlined above. Refer to [Item 5](#) hereunder.
2. **RMZ**  
All flights operating in the Waterford RMZ shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by Waterford ATS. Refer to [Item 4](#) hereunder.
3. **RMZ Entry**  
The requirements for entry into an RMZ are detailed in SERA.6005 (a) as follows:  
Before entering a radio mandatory zone, an initial call containing:
  - a. the designation of the station being called;
  - b. callsign;
  - c. type of aircraft;
  - d. position;
  - e. level;
  - f. the intentions of the flight;  
And;
  - g. Other information as prescribed by the competent authority shall be made by pilots on the appropriate communication channel. [Ref EIWF AD 2.18]

Once this information has been passed to and acknowledged by AFIS, a pilot may enter the RMZ. However, if a pilot is requested to 'stand by' before the required information is passed; they must remain outside of the RMZ. AFIS will resume communications with pilots as soon as possible after having instructed them to 'stand by'.

Whilst operating within an RMZ pilots are required to continuously monitor the published frequency. This is to raise situational awareness for all and offers a means of communication between pilot and AFIS if required.

Waterford AFIS may additionally instruct an aircraft with a functioning transponder to squawk an appropriate code.

4. **Radio and/or Transponder Failure**
  - 4.1 A VFR flight experiencing radio failure prior to entry into the RMZ is required to remain outside the RMZ and route to their alternate aerodrome. The pilot shall contact Waterford Air Traffic Services +353 51 846613 as soon as practicable on landing.
  - 4.2 A VFR flight experiencing radio failure whilst inside the RMZ is required to route to,
    - 4.2.1 If approaching from the East route via Baginbun Head not above 1,500 ft to the Belle Lake Hold and await light signals from Waterford AFIS,
    - 4.2.2 If approaching from the West, route via Bunmahon not above 1,500 ft to the Tramore Racecourse Hold and await light signals from Waterford AFIS.
  - 4.3 SAR aircraft on an IFR flight experiencing radio failure are required to follow Rule 31 Communications Failure, AIP Ireland ENR 1.3 INSTRUMENT FLIGHT RULES.
  - 4.4 An aircraft experiencing transponder failure shall advise Waterford AFIS as soon as practicable when aware of the failure. Prevailing traffic conditions may delay TMZ entry/departure.
  - 4.5 Aircraft experiencing both Radio and Transponder failure are required to follow Parts 4.1, 4.2, 4.3 as

appropriate to their flight rules.

5. Non-Radio Aircraft & Non-Transponder Aircraft  
Pilots of aircraft which are neither non-transponder nor non-radio equipped must contact Waterford Air Traffic Services +353 51 846613 in order to seek agreement to operate within the TMZ.  
Prevailing traffic conditions may preclude TMZ entry agreement to non-transponder aircraft (or an aircraft with a non-functioning transponder) to operate within the TMZ.  
Ref:  
SERA.6005 Requirements for communications and SSR transponder.  
SERA.13001 Operation of a transponder.  
SERA 13020 SSR transponder failure when the carriage of a transponder is mandatory

## EIWF AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## EIWF AD 2.22 FLIGHT PROCEDURES

### 1. Arrival Procedures

Clearance to enter the CTR. Arrival routes may be varied at the discretion of ATC.

Arrival Routes are based on holding patterns established at Waterford.

Shannon ATS will descend arriving traffic to the lowest usable flight level within controlled airspace (FL080 / Shannon Transition level if higher).

A lower level/altitude within controlled airspace may be coordinated with Waterford ATC.

Descent into the FIR (Class G Uncontrolled airspace)

**Caution:** Descent below FL080 or Transition level if higher, before the lateral limits of the Control Zone or associated stubs as outlined in [ENR 2.1](#) will bring the flight into Shannon Class G (uncontrolled) airspace. There may be traffic operating in this airspace that is unknown and not operating with a transponder. Such descent, if requested, may be given at pilot's discretion with a clearance to re-enter controlled airspace at or descending to a specified level/altitude agreed with ATC. Flight information in the FIR is available from Shannon ATS on 127.500 MHz

### 2. Communication Failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

### 3. Departure Procedures

AD not available for departures when official met visibility is below 550m, SAR aircraft exempt.

### 4. EIWF Instrument Approach Procedures

ILS CAT 1, LOC RWY 21 and NDB RWY 03 Instrument Approach only available when Air Traffic Control Zone is active unless the operator has prior approval from the Irish Aviation Authority and Waterford Airport Management.

## EIWF AD 2.23 ADDITIONAL INFORMATION

Caution Wind Shear may be experienced under certain conditions on the approaches to RWY 21.

## EIWF AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart – ICAO	EIWF AD 2.24-1
Aerodrome Obstacle Chart RWY 03/21– ICAO TYPE A	EIWF AD 2.24-2

Name	Page
Instrument Approach Chart ILS CAT I or LOC RWY 21	EIWF AD 2.24-3
Instrument Approach Chart NDB/DME RWY 21 – ICAO	EIWF AD 2-24-5
Instrument Approach Chart NDB/DME RWY 03 – ICAO	EIWF AD 2-24-6
Visual Approach Chart – ICAO	EIWF AD 2.24-7
Instrument Approach Chart RNP RWY 02 - ICAO	EIWF AD 2.24-8
Instrument Approach Chart RNP RWY 20 - ICAO	EIWF AD 2.24-9

## EIWF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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