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AIRAC AIP AMDT **002/23**
Effective Date: **23 FEB 2023**
Publication Date: **12 JAN 2023**

PAGE REVISIONS

AIRAC Changes incorporated in this Amendment are:

GEN 0.2	**Record of AIP Amendments:** Updated Text.
GEN 0.3	**Record of AIP Supplements:** Updated Text.
GEN 0.4	**Checklist of Pages:** Updated.
GEN 1.7	**Differences from ICAO Standards**, **Recommended Practices & Procedures**: Updated Text.
GEN 3.2	**Aeronautical Charts**: Updated Charts for EIDW AD.
GEN 3.4	**Communication Services:** Updated Text.
EIDW AD	**AD 2.24 Charts**: Updated AD 2.24-13.1, AD 2.24-15.1.

Remove Pages	Insert Pages	
GEN 0.2-1/GEN 0.2-2	GEN 0.2-1/GEN 0.2-2	23 FEB 2023/23 FEB 2023
GEN 0.3-1/GEN 0.3-2	GEN 0.3-1/GEN 0.3-2	23 FEB 2023/23 FEB 2023
GEN 0.4-1/GEN 0.4-8	GEN 0.4-1/GEN 0.4-8	23 FEB 2023/23 FEB 2023
GEN 1.7-1/GEN 1.7-32	GEN 1.7-1/GEN 1.7-34	23 FEB 2023/23 FEB 2023
GEN 3.2-1/GEN 3.2-10	GEN 3.2-1/GEN 3.2-10	23 FEB 2023/23 FEB 2023
GEN 3.4-1/GEN 3.4-8	GEN 3.4-1/GEN 3.4-8	23 FEB 2023/23 FEB 2023
EIDW AD 2.24-13.1 / EIDW AD 2.24-13.3	EIDW AD 2.24-13.1 / EIDW AD 2.24-13.3	23 FEB 2023/23 FEB 2023
EIDW AD 2.24-15.1 / EIDW AD 2.24-15.3	EIDW AD 2.24-15.1 / EIDW AD 2.24-15.3	23 FEB 2023/23 FEB 2023

New Supplements for this Amendment: **NR 003/23, 004/23, 005/23**

Supplements cancelled in this Amendment: **NR 002/23, 010/22, 002/22**

New AIC for this Amendment: **NIL**

AIC cancelled in this Amendment: **NIL**

PERM NOTAM* incorporated in this Amendment: **NIL**

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

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Record of Amendments

AIP AMENDMENT			
NR/Year	Publication date	Date Inserted	Inserted by

AIRAC AIP AMENDMENT			
NR/Year	Publication date	Effective date	Inserted by
001/23	15-DEC-2022	26-JAN-2023	
002/23	12-JAN-2023	23-FEB-2023	

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GEN 0.3 Record of AIP Supplements

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
005/2023	Checklist of Valid AIP Supplements	GEN	23-Feb-2023	-
004/2023	Dublin Airport (EIDW) - Reconfiguration Works of Taxiways F-INN, C, DN & DS	EIDW	23-Feb-2023	-
003/2023	Dublin Airport (EIDW) Installation of Aircraft Docking Guidance and Aircraft Fixed Electrical Ground Power - Phase 1, Including Reconfiguration of Aircraft Parking Stands Located West of Pier 1	EIDW	23-Feb-2023	-
002/2023	Checklist of Valid AIP Supplements	GEN	26-Jan-2023	23-Feb-2023
001/2023	Dublin Airport (EIDW) Construction of Critical Taxiway North Phase 1, Operation of Reconfigured Twy F-Outer and Reintroduction of Twy F-Inner	EIDW	26-Jan-2023	-
032/2022	Checklist of Valid AIP Supplements	GEN	01-Dec-2022	26-Jan-2023
031/2022	Cork Airport (EICK) - Runway Pavement Repairs	EICK	01-Dec-2022	-
030/2022	Met Eireann Meteorological - Radiosonde Helium Filled Balloon	EISN	01-Dec-2022	-
029/2022	Checklist of Valid AIP Supplements	GEN	03-Nov-2022	01-Dec-2022
028/2022	Construction of Mobile Crane Ardderroo Wind Farm Turbines Co Galway	GEN	03-Nov-2022	-
027/2022	Dublin Airport (EIDW) South Apron Widening (SATW) Works - Phase 1 & 2 and Introduction of New Taxiway Tango (T)	EIDW	03-Nov-2022	-
026/2022	Ireland West (EIKN) Runway Guard Lights Taxiway Bravo	EIKN	03-Nov-2022	-
024/2022	Dublin Airport (EIDW) Construction of Apron 5H(12 New Parking Stands)	EIDW	08-Sep-2022	-
023/2022	Waterford Airport (EIWF) RWY 03 NDB Approach	EIWF	08-Sep-2022	-
021/2022	Dublin Airport (EIDW) Runway 16/34 LVP Taxiing Lighting Installation Works - Phase 2	EIDW	11-Aug-2022	-
020/2022	Dublin Airport (EIDW) New Runway 10L/28R AIP Ireland Updates	EIDW	11-Aug-2022	-
019/2022	Dublin Airport (EIDW) North Runway Operations and associated Instrument Flight Procedures (IFP's)	EIDW	11-Aug-2022	-
018/2022	Dublin Airport (EIDW) New Runway 10L/28R Planned Operational Stages	EIDW	11-Aug-2022	-
016/2022	Dublin Airport (EIDW) Refurbishment of Airfield Perimeter Road South of Rwy 10_28L Phase 1 and Phase 2	EIDW	14-Jul-2022	-
014/2022	Shannon Enroute - Special Procedures within the Shannon FIR/UIR/SOTA/NOTA for North Atlantic Traffic	EISN	19-May-2022	-
012/2022	Ireland West (EIKN) Apron Bravo	EIKN	21-Apr-2022	-
011/2022	Dublin Airport (EIDW) Implementation of Runway 16/34 LVP Taxiing Lighting - Phase 1	EIDW	21-Apr-2022	01-Dec-2022
010/2022	Dublin Airport (EIDW) Construction of critical Taxiway North - Phase 1	EIDW	21-Apr-2022	23-Feb-2023
007/2022	Waterford Airport (EIWF) Revised Minimum Safe Altitudes	EIWF	24-Mar-2022	-

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
006/2022	Dublin Airport (EIDW) Construction and Final Commissioning of the New North Runway	EIDW	24-Mar-2022	01-Dec-2022
005/2022	Dublin Airport (EIDW) Introduction into Service of New Taxiways N and K	EIDW	24-Mar-2022	01-Dec-2022
003/2022	Ireland West (EIKN) ATIS	EIKN	27-Jan-2022	-
002/2022	Dublin Airport (EIDW) Pier 1 West Stands and Stands Between Apron Twys 1 and 2 Realignment Works	EIDW	27-Jan-2022	23-Feb-2023
001/2022	Dublin Airport (EIDW) Construction of Temporary Taxiway F-Inner to Twy's C, DN and DS	EIDW	27-Jan-2022	-
011/2021	Dublin Co. Dublin - Crane Activity	EIDW	12-Aug-2021	-
009/2021	Dublin Airport (EIDW) Rwy 16/34 LVP Taxiing Lighting Installation Works - Phase 1	EIDW	15-Jul-2021	-
017/2020	Dublin Airport (EIDW) North - South Sewer	EIDW	08-Oct-2020	01-Dec-2022
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 aipinfo@iaa.ie				

GEN 0.4 Check list of AIP Pages

New Pages *

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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

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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

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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 3.2.3.2 (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, as far as practicable.'	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) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC (d) except for balloons, 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.
Chapter 3 3.3.1.2	• 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: 'any flight across international borders, unless otherwise prescribed by the States concerned.' • 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'	ICAO Annex 2, 3.3.1.2 is replaced with Implementing Regulation (EU) No 923/2012 SERA.4001(b).
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.

ANNEX 2- Rules Of The Air - Tenth Edition

Reference	Difference	Remarks
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) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.'	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.

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 44.2.4.4	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	
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

ANNEX 4 - Aeronautical Charts - Tenth Edition

Reference	Difference	Remarks
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
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

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
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.
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

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Reference	Difference	Remarks
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
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

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Reference	Difference	Remarks
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
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

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Reference	Difference	Remarks
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 1January 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
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

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Reference	Difference	Remarks
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
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 01April 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

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Reference	Difference	Remarks
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
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

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Reference	Difference	Remarks
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
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

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Reference	Difference	Remarks
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
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.

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Reference	Difference	Remarks
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.
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.

ANNEX 6 Part I - Operation Of Aircraft - Ninth Edition

Reference	Difference	Remarks
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
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 - Seventh Edition

Reference	Difference	Remarks
Chapter 2.2.2.2.1.1	EASA does not address HUD, SVS, and CVS.	Will be transposed with RMT.0379

ANNEX 6 Part II - Operation Of Aircraft - Seventh Edition

Reference	Difference	Remarks
Chapter 2.2.2.2.2	EASA: a. does not define type A or B approaches; b. does note refer to a visibility for CAT 1 only and RVR of 500m. c. states a minimum RVR for CAT IIIA of 200m; d. states an RVR for CAT IIIB of between 200m and 75m; e. does not define CAT IIIC	
Chapter 2.2.3.5	EASA does not address no destination alternate required or isolated aerodromes	Will be transposed with RMT.0573
Chapter 2.2.3.6.2	In flight fuel management needs further amendment.	Will be transposed with RMT.0573
Chapter 2.2.4.7.1	EASA does not address mandatory in flight reports to ATC reference in flight fuel management.	Will be transposed with RMT.0573
Chapter 2.2.4.7.2	EASA does not address mandatory in flight reports to ATC reference in flight fuel management.	Will be transposed with RMT.0573
Chapter 2.2.4.7.3	EASA does not address mandatory in flight reports to ATC reference in flight fuel management.	Will be transposed with RMT.0573
Chapter 2.2.4.8.1	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 2.4.11.3 Recommendation	EASA has not implemented this recommendation.	
Chapter 2.4.15.1	Provisions as regards criteria for the approval of operational credits for HUD, SVS, and CVS are not available.	Will be transposed with RMT.0379
Chapter 2.4.15.2	Provisions as regards criteria for the approval of operational credits for HUD, SVS and CVS are not available.	Will be transposed with RMT 0.379
Chapter 2.4.16.1.1.1	Reference of EUROCAE documents applicable for flight recorders need to be updated. AIRS needs to be introduced as an alternative to an FDR for recording flight parameters on board a light aircraft.	Will be transposed with RMT.0400/0401(by ED Decision). AIRS will be transposed with RMT.0271
Chapter 2.4.16.1.2.1 Recommendation	AIRS needs to be introduced as an alternative to an FDR for recording flight parameters on board a light aircraft.	Will be transposed with RMT.0271
Chapter 2.4.16.1.3.2	EASA has not implemented this SARP	
Chapter 2.4.16.1.3.4 Recommendation	Discontinuation of magnetic tape FDR not implemented.	
Chapter 2.4.16.1.3.5	Discontinuation of magnetic tape FDR not implemented.	
Chapter 2.4.16.2.1 Recommendation	EASA stipulates above2,250kgs.	

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Reference	Difference	Remarks
Chapter 2.4.16.2.1.1 Recommendation	EASA stipulates above 2.250kgs.	
Chapter 2.4.16.2.2.1	EASA has not implemented the discontinuation of magnetic tape CVRs.	EASA opinion 01/2014 proposes discontinuation by 1st January 2019
Chapter 2.4.16.2.2.2 Recommendation	EASA has not implemented the discontinuation of magnetic tape CVRs.	EASA opinion 01/2014 proposes discontinuation by 1st January 2019
Chapter 2.4.16.2.3.1	EASA stipulates 2 hours	
Chapter 2.4.16.4.5	EASA does not require FDR documentation to be in electronic format.	
Chapter 2.5.1.6	EASA does not currently prescribe requirements for RCP types. Ireland does not currently prescribe requirements for RCP types.	
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 3.4.2.7.2	HUD, SVS and CVS are not addressed	Will be transposed with RMT.0379
Chapter 3.4.3.5.2	Items 1 and 2 not addressed by EASA	
Chapter 3.4.3.5.3	EASA does not specify the fuel to be considered in the pre-flight calculation of usable fuel required.	
Chapter 3.4.3.5.4 Recommendation	EASA has not implemented this SARP.	
Chapter 3.4.3.6.3	In flight fuel management requires further amendment.	Will be addressed with RMT.0573
Chapter 3.4.3.6.4	In flight fuel management requires further amendment.	Will be addressed with RMT.0573
Chapter 3.4.3.6.5	In flight fuel management requires further amendment.	Will be addressed with RMT.0573
Chapter 3.4.4.4 Recommendation	EASA does not require a pilot to have procedures in place to limit the rate of climb or descent within 1,000ft of their assigned level.	
Chapter 3.5.2.6	EASA makes no mention of paragraph d.	
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.	

ANNEX 6 Part II - Operation Of Aircraft - Seventh Edition

Reference	Difference	Remarks
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 3.6.12.1	EASA does not consider operational credits for HUD, SVS and CVS.	Will be transposed with RMT.0379
Chapter 3.6.12.2	EASA does not consider operational credits for HUD, SVS and CVS.	Will be transposed with RMT.0379
Chapter 3.9.3.4 Recommendation	EASA has not implemented this recommendation.	

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	
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.	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
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."	
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.	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
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.”	
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.	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
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	
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.	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
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.	
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	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
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.	
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	

ANNEX 6 Part III - Operation Of Aircraft - Eleventh Edition		
Reference	**Difference**	**Remarks**
Section III Chapter 6 6.2.2	(EU) 1321/2014 Part M specifies in excess of the specified requirements.	
Section III Chapter 6 6.2.4	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 III Chapter 6 6.5.1	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	

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 V2. 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.

ANNEX 8 - Airworthiness Of Aircraft - Tenth Edition

Reference	Difference	Remarks
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 added 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.
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

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Reference	Difference	Remarks
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).		
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 Crew Performance Considerations in the 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 2009and 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.

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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
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.

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Reference	Difference	Remarks
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 II - Seventh Edition

Reference	Difference	Remarks
Chapter 5 5.2.1.4.1	SERA.14035 Transmission of numbers in radiotelephony (a) Transmission of numbers (1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately. (i) Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds. (ii) The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1 000 hPa which shall be transmitted as "ONE THOUSAND" (iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word "THOUSAND". (2) All numbers used in the transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds and thousands followed by the word "HUNDRED" or "THOUSAND", as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word "THOUSAND", followed by the number of hundreds, followed by the word "HUNDRED". (3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately (4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as "TEN O'CLOCK" or "ELEVEN O'CLOCK". (5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word "DECIMAL". (6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.	ICAO Annex 10, Volume II, Chapter 5.2.1.4.1 is transposed in point SERA.14035 of Implementing Regulation (EU) No 923/2012 with some differences.

ANNEX 10 - Aeronautical Telecommunications - Volume II - Seventh Edition

Reference	Difference	Remarks
Chapter 5 5.2.1.7.3.2.3	SERA.14055 Radiotelephony procedures (b) (2) The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling. For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted, when so authorised by the competent authority.	ICAO Annex 10, Volume II, Chapter 5.2.1.7.3.2.3 is transposed in point SERA.14055 of Implementing Regulation (EU) No 923/2012 with a difference.

ANNEX 10 - Aeronautical Telecommunications - Volume IV - Fourth Edition

Reference	Difference	Remarks
Chapter 4 4.3.5.3.1	The mandate for carriage of TCAS Version 7.1 is currently part of EASA Rule making programme - EASA NPA 2010.03 refers.	The proposed forward fit mandate is for 1st March 2012 which exceeds ICAO standards
Chapter 4 4.3.5.3.2	The mandate for carriage of TCAS Version 7.1 is currently part of EASA Rule making programme - EASA NPA 2010.03 refers.	The proposed forward fit mandate is for 1st March 2012
Chapter 4 4.3.5.3.3	The mandate for carriage of TCAS Version 7.1 is currently part of EASA Rule making programme - EASA NPA 2010.03 refers.	The proposed forward fit mandate is for 1st March 2012 and retrofit mandate is for 1st March 2014 which exceeds ICAO standards
Chapter 7 7.1.1.1.1	EU Implementing Rules currently do not address ADS-B In	Pending EU Implementing Rules
Chapter 7 7.1.1.2.1	EU Implementing Rules currently do not address ADS-B In	Pending EU Implementing Rules
Chapter 7 7.1.1.3.1	EU Implementing Rules currently do not address ADS-B In	Pending EU Implementing Rules
Chapter 7 7.1.2.1	EU Implementing Rules currently do not address ADS-B In	Pending EU Implementing Rules
Chapter 7 7.1.2.2	EU Implementing Rules currently do not address ADS-B In	Pending EU Implementing Rules
Chapter 7 7.1.2.3	EU Implementing Rules currently do not address ADS-B In	Pending EU Implementing Rules

ANNEX 11 - Air Traffic Services - Fifteenth Edition

Reference	Difference	Remarks
Chapter 2 2.13.1	Within the Shannon UIR / FIR, VOR change over points have not been established	
Chapter 2 2.25.5	'Time checks shall be given at least 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 - Fifteenth Edition

Reference	Difference	Remarks
Chapter 3	(b) Clearances issued by air traffic control units shall provide separation: 1. between all flights in airspace Classes A and B 2. between IFR flights in airspace Classes C, D and E; 3. between IFR flights and VFR flights in airspace Class C; 4. between IFR flights and special VFR flights; 5. between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft 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 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.	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.8005 (b)
Chapter 3	(e) Read-back of clearances and safety-related information (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: (i) ATC route clearances; (ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and (iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and (iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.	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	(2) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.	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 - Fifteenth 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 1 500 m or, for helicopters, not less than 800 m; (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 less than 1 500 m or, for helicopters, not less than 800m; (2) the ceiling is less than 180 m (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 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICE

Aeronautical Charts for the territory of Ireland are published by

Post: The Irish Aviation Authority,
The Times Building
11-12 D'Olier Street
Dublin 2
D02 T449
Ireland

Phone: + 353 1 671 8655

Fax: + 353 1 679 2934

Email: info@iaa.ie

URL: http://www.iaa.ie

Charts based on ICAO documents: Annex 4, Doc 8697
Differences to these provisions are detailed in GEN 1.7
Topographical information is reproduced under licence by permission of Ordnance Survey Ireland.
Charting service is available during Office hours 0930-1730 Local Time.

2. MAINTENANCE OF CHARTS

2.0.1 2.1. Aeronautical Charts included in the AIP are kept up to date by amendments to the AIP. Significant amendments or revisions in aeronautical information may be promulgated by NOTAM or Aeronautical Information Circular, as appropriate.

2.0.2 2.2. Corrections to Aeronautical Charts are promulgated as hand amendments to the AIP and listed in Sections GEN 0.5 and GEN 3.2.8. Items of information found after publication to have been incorrect at the aeronautical information date are corrected immediately by NOTAM if they are of operational significance.

3. PURCHASE ARRANGEMENTS

3.0.1 VFR Chart Scale 1:500,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical encapsulated A4 folded chart Scale 1:500,000. This chart is for VFR navigation within the boundaries of the Shannon FIR. In addition to aeronautical information, the charts provide terrain contours, hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart - this information is supplied by Ordnance Survey Ireland and/or Ordnance Survey Northern Ireland. It is available to order at a cost of €30.00 including VAT from:

Post: OSI,
Map Sales Shop,
Phoenix Park,
Dublin 8,

Phone: + 353 1 802 5379

URL: https://store.osi.ie/index.php/paper-products/aeronautical-charts.html

3.0.2 VFR Airspace Chart Scale 1:500,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical airspace chart Scale 1:500,000.
This chart is for VFR navigation within the boundaries of the Shannon FIR.
It is available free to download from the IAA Web Site,
URL: https://www.iaa.ie/commercial-aviation/airspace/aeronautical-charts

3.0.3 VFR Chart Scale 1:250,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical encapsulated A4 folded chart Scale 1:250,000. It comprises two charts - front and back (East & West, North & South), covering the Shannon FIR. The charts are for VFR navigation within the boundaries of the Shannon FIR. In addition to aeronautical information, the charts provide terrain contours, hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart - this

information is supplied by Ordnance Survey Ireland and/or Ordnance Survey Northern Ireland. It is available to order at a cost of €30.00 including VAT per chart from:

Post: OSI,
Map Sales Shop,
Phoenix Park,
Dublin 8,

Phone: + 353 1 802 5379

URL: https://store.osi.ie/index.php/paper-products/aeronautical-charts.html

All other aeronautical charts are available to download from:-

URL: http://www.iaa.ie/commercial-aviation/airspace/aeronautical-charts

4. AERONAUTICAL CHART SERIES AVAILABLE

4.0.1 4.1 The following series of aeronautical charts are produced

Aeronautical Chart - ICAO 1:500,000
Aeronautical Chart 1:250,000
Instrument Approach Chart - ICAO *
Standard Departure Chart - Instrument (SID) - ICAO *
Standard Arrival Chart - Instrument (STAR) - ICAO *
Visual Approach Chart - ICAO*
Aerodrome Chart - ICAO *
Aircraft Parking/Docking Chart - ICAO *
Aerodrome Obstacle Chart - ICAO Type “A” (Operating Limitations) *
Aerodrome Obstacle Chart - ICAO Type “B”
Precision Approach Terrain Chart – ICAO
ATC Surveillance Minimum Altitude Chart *
(*Included in AIP Ireland)

URL: http://www.iaa.ie

4.0.2 4.2 General Description of Series of Charts

4.0.2.1 4.2.1 Aeronautical Chart - ICAO 1:500,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical encapsulated A4 folded chart Scale 1:500,000. This chart is for VFR navigation within the boundaries of the Shannon FIR. In addition to aeronautical information, the charts provide terrain contours, hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart - this information is supplied by Ordnance Survey Ireland and/or Ordnance Survey Northern Ireland.

4.0.2.2 4.2.2 Aeronautical Chart 1:250,000

The Irish Aviation Authority has produced a visual flight rules (VFR) aeronautical encapsulated A4 folded chart Scale 1:250,000. It comprises two charts - front and back (East & West, North & South), covering the Shannon FIR. The charts are for VFR navigation within the boundaries of the Shannon FIR. In addition to aeronautical information, the charts provide terrain contours, hydrographic, topographic, cultural and other visual features compatible with legibility at the scale of the chart - this information is supplied by Ordnance Survey Ireland and/or Ordnance Survey Northern Ireland.

4.0.2.3 4.2.3 Instrument Approach Chart – ICAO

These charts are designed to provide the pilot with a graphic presentation of the Instrument Approach, Missed Approach and Holding Procedures and to facilitate the transition from non-visual to visual flight at any point on the final approach.

4.0.2.4 4.2.4 Visual Approach Chart – ICAO

These charts are designed to assist pilots making a visual approach and to provide pilots with designated holding patterns maintained by visual reference to the ground.

4.0.2.5 4.2.5 Aerodrome Chart – ICAO

These charts provide flight crew with detailed information on runways, taxiways, lighting and other aerodrome features to facilitate the surface movement of aircraft.

4.0.2.6 4.2.6 Aerodrome Obstacle Chart - ICAO - TYPE “A” (Operating Limitations)

These charts are designed to provide the operator with the data necessary to enable compliance with the operating limitations as contained in ICAO Annex 6.

4.0.2.7 4.2.7 Aerodrome Obstacle Chart - ICAO - TYPE *“B”*

These charts are designed to provide the data necessary or determination of minimum safe altitudes/heights and procedures for use in the event of an emergency during take-off or landing.

4.0.2.8 4.2.8 Precision Approach Terrain Chart – ICAO
These charts provide detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of terrain on decision height determination by the use of radio altimeter.

4.0.2.9 4.2.9 ATC Surveillance Minimum Altitude Chart
This Supplementary Chart shall provide information that will enable flight crews to monitor and cross check altitudes assigned by a controller using an ATS surveillance system.

5. LIST OF CHART SERIES

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aeronautical Chart ICAO 1:500,000	ANC/ 500	Edition 12	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/West 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/East 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/North 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Aeronautical Chart/South 1:250,000	ANC/ 250	Edition 09	Ireland Sheet 2172 ABCD	24 FEB 2022
Standard Departure Chart-Instrument (SID) ICAO 1:750,000	SID	EIDW AD 2.24-10.1	EIDW RNAV RWY 28L CAT A,B	05 NOV 2020
	SID	EIDW AD 2.24-11.1	EIDW RNAV RWY 28L CAT C, D	08 SEP 2022
	SID	EIDW AD 2.24-12.1	EIDW RNAV RWY 28R CAT A,B	06 OCT 2022
	SID	EIDW AD 2.24-13.1	EIDW RNAV RWY 28R CAT C,D	23 FEB 2023
	SID	EIDW AD 2.24-14.1	EIDW RNAV RWY 10L CAT A,B	06 OCT 2022
	SID	EIDW AD 2.24-15.1	EIDW RNAV RWY 10L CAT C,D	23 FEB 2023
	SID	EIDW AD 2.24-16.1	EIDW RNAV RWY 10R CAT A, B	11 AUG 2022
	SID	EIDW AD 2.24-17.1	EIDW RNAV RWY 10R CAT C, D	16 JUN 2022
	SID	EIDW AD 2.24-18.1	EIDW RNAV RWY 16 CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-19.1	EIDW RNAV RWY 16 CAT C, D	06 OCT 2022
	SID	EIDW AD 2.24-20.1	EIDW RNAV RWY 34 CAT A, B	05 NOV 2020
	SID	EIDW AD 2.24-21.1	EIDW RNAV RWY 34 CAT C, D	06 OCT 2022
	SID	EIKY AD 2.24-3	EIKY RWY 26 CAT A, B	25 MAR 2021
	SID	EIKY AD 2.24-4	EIKY RWY 26 CAT C	25 MAR 2021
	SID	EIKY AD 2.24-5	EIKY RWY 08 CAT A, B	25 MAR 2021
	SID	EIKY AD 2.24-6	EIKY RWY 08 CAT C	25 MAR 2021
	SID	EINN AD 2.24-5.1	EINN RNAV RWY 06	31 JAN 2019
	SID	EINN AD 2.24-6.1	EINN RNAV RWY 24	31 JAN 2019

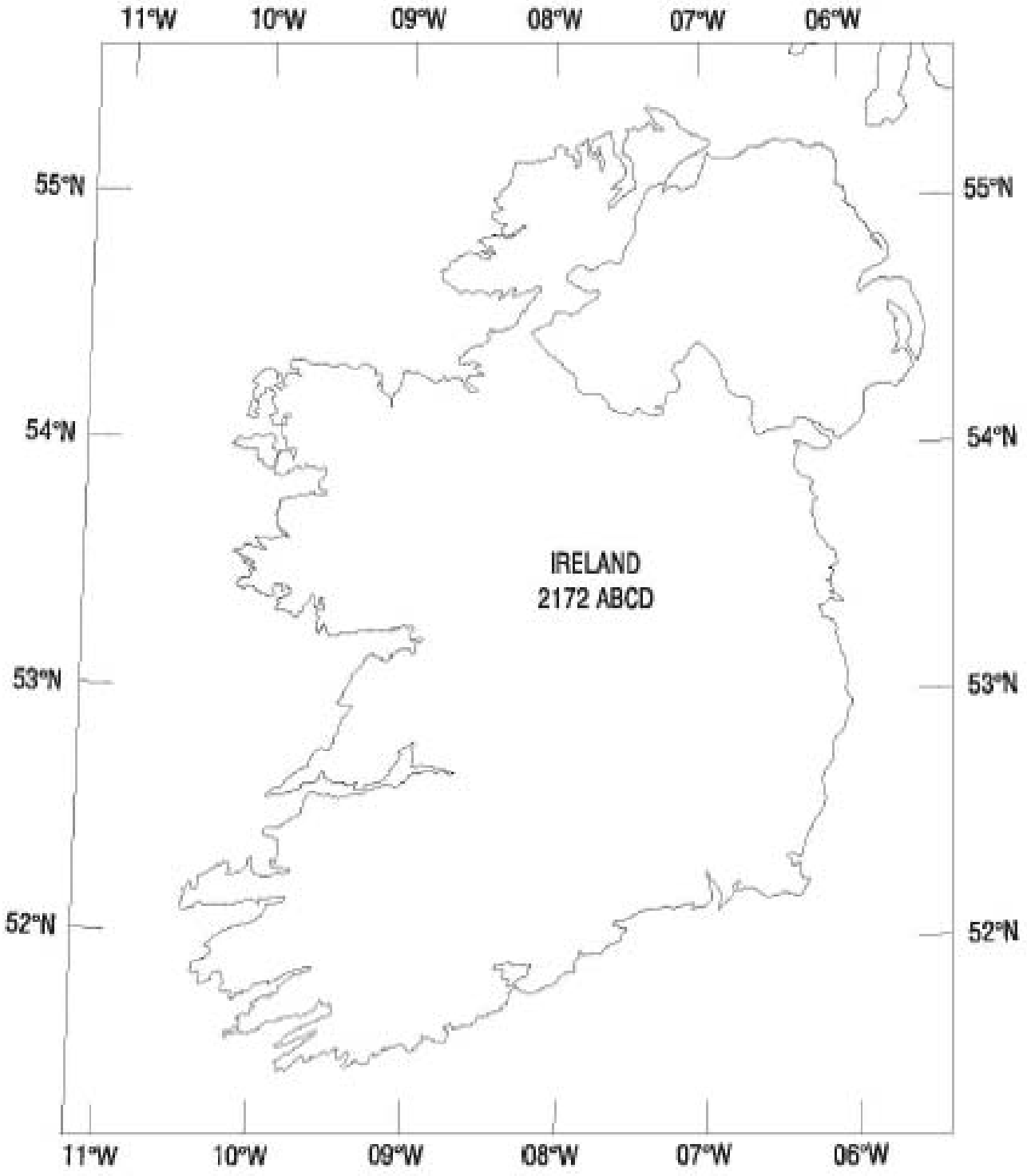
Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Standard Departure Chart-Instrument (SID) ICAO 1:600,000	SID	EICK AD 2.24-6	EICK RNAV (GNSS) RWY 16 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-7	EICK RNAV (GNSS) RWY 16 CAT C, D,	26 APR 2018
	SID	EICK AD 2.24-8	EICK RNAV (GNSS) RWY 34 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-9	EICK RNAV (GNSS) RWY 34 CAT C, D,	26 APR 2018
	SID	EICK AD 2.24-10	EICK RNAV (GNSS) RWY 07 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-11	EICK RNAV (GNSS) RWY 07 CAT C, D,	26 APR 2018
	SID	EICK AD 2.24-12	EICK RNAV (GNSS) RWY 25 CAT A, B,	26 APR 2018
	SID	EICK AD 2.24-13	EICK RNAV (GNSS) RWY 25 CAT C, D,	26 APR 2018
Standard Departure Chart-Instrument (SID) ICAO 1:300,000	SID	EIKN AD 2.24-4	EIKN RNAV RWY26	13 SEP 2018
	SID	EIKN AD 2.24-5	EIKN RNAV RWY08	13 SEP 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:750,000	STAR	EIDW AD 2.24-22.1	EIDW RNAV RWY 28L/R (With Lateral Holding/Point Merge)	06 OCT 2022
	STAR	EIDW AD 2.24-22.4	EIDW RNAV RWY 28L/R (Without Lateral Holding/Point Merge)	06 OCT 2022
	STAR	EIDW AD 2.24-23.1	EIDW RNAV RWY 10L/R (with Lateral Holding/Point Merge)	06 OCT 2022
	STAR	EIDW AD 2.24-23.5	EIDW RNAV RWY 10L/R (Without Lateral Holding/Point Merge)	06 OCT 2022
	STAR	EIDW AD 2.24-24.1	EIDW RNAV RWY 16	08 OCT 2020
	STAR	EIDW AD 2.24-25.1	EIDW RNAV RWY 34	08 OCT 2020
	STAR	EINN AD 2.24-7.1	EINN RNAV RWY 06	31 JAN 2019
	STAR	EINN AD 2.24-8.1	EINN RNAV RWY 24	06 DEC 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:600,000	STAR	EICK AD 2.24-14	EICK RWY 16	11 OCT 2018
	STAR	EICK AD 2.24-15	EICK RWY 34	26 APR 2018
	STAR	EICK AD 2.24-16	EICK RWY 07 CAT A, B	26 APR 2018
	STAR	EICK AD 2.24-17	EICK RWY 25 CAT A, B	11 OCT 2018
Standard Arrival Chart-Instrument (STAR) ICAO 1:400,000	STAR	EIKN AD 2.24-7	EIKN RNAV RWY08	20 JUL 2017
Standard Arrival Chart-Instrument (STAR) ICAO 1:300,000	STAR	EIKN AD 2.24-6	EIKN RNAV RWY26	18 AUG 2016
Instrument Approach Chart ICAO 1: 500,000	IAC	EIDW AD 2.24-38	EIDW RNP RWY 16 CAT A, B, C, D	17 JUN 2021
	IAC	EIDW AD 2.24-39.1	EIDW ILS CAT I or LOC RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-40.1	EIDW VOR RWY 16	08 OCT 2020
	IAC	EIDW AD 2.24-41	EIDW RNP RWY 34	17 JUN 2021
	IAC	EIDW AD 2.24-42.1	EIDW VOR RWY 34	08 OCT 2020

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1:450,000	IAC	EIDW AD 2.24-27.1	EIDW ILS CAT I & II or LOC RWY 28L CAT A,B,C,D	11 AUG 2022
Instrument Approach Chart ICAO 1: 400,000	IAC	EIKN AD 2.24-8.1	EIKN RNP RWY26 CAT A, B, C, D	08 SEP 2022
	IAC	EIKN AD 2.24-14	EIKN RNP RWY08 CAT A, B, C, D	25 MAR 2021
	IAC	EIDW AD 2.24-35.1	EIDW RNP RWY 10R CAT A, B, C, D	01 DEC 2022
Instrument Approach Chart ICAO 1:350,000	IAC	EINN AD 2.24-10.1	EINN ILS OR LOC RWY 06 CAT A,B,C,D	06 DEC 2018
	IAC	EINN AD 2.24-11.1	EINN VOR RWY 26 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-13.1	EINN ILS CAT I & II or LOC RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EINN AD 2.24-14.1	EINN VOR RWY 24 CAT A, B, C, D	06 DEC 2018
	IAC	EIKY AD 2.24-8	EIKY ILS OR LOC RWY 26 ACFT CAT A, B, C	08 DEC 2016
	IAC	EIKY AD 2.24-9	EIKY NDB RWY 26 CAT A,B,C	08 DEC 2016
	IAC	EIKN AD 2.24-9	EIKN ILS A CAT I & CAT II or LOC RWY26	18 AUG 2016
	IAC	EIKN AD 2.24-11	EIKN VOR RWY26	18 AUG 2016
	IAC	EIKN AD 2.24-15	EIKN VOR RWY08	18 AUG 2016
	IAC	EIKN AD 2.24-16	EIKN NDB RWY08	18 AUG 2016
	IAC	EIKN AD 2.24-17	EIKN NDB RWY08	18 AUG 2016
	IAC	EICK AD 2.24-25.1	EICK VOR RWY 07	08 SEP 2022
	IAC	EICK AD 2.24-27.1	EICK VOR RWY 25	08 SEP 2022
	IAC	EIDW AD 2.24-26.1	EIDW RNP RWY 28L	11 AUG 2022
	IAC	EIDW AD 2.24-28.1	EIDW VOR RWY 28L	08 OCT 2020
	IAC	EIDW AD 2.24-29.1	EIDW RNP RWY 28R CAT A, B, C, D	01 DEC 2022
	IAC	EIDW AD 2.24-30.1	EIDW ILS CAT I AND II OR LOC RWY 28R CAT A,B,C,D	06 OCT 2022
	IAC	EIDW AD 2.24-32.1	EIDW RNP RWY 10L	01 DEC 2022
	IAC	EIDW AD 2.24-33.1	EIDW ILS CAT I & II OR LOC RWY 10L CAT A,B,C,D	06 OCT 2022
	IAC	EIDW AD 2.24-36.1	EIDW ILS CAT I & II or LOC RWY 10R CAT A,B,C,D	06 OCT 2022
	IAC	EIDW AD 2.24-37.1	EIDW VOR RWY 10R	08 OCT 2020
	IAC	EIDW AD 2.24-45	EIDW VOR T RWY 28L CAT A, B, C, D	21 APR 2022
	IAC	EISG AD 2.24-7.1	EISG RNP Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-8.1	EISG RNP Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-9.1	EISG NDB Y RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-10.1	EISG NDB Z RWY 10 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-11.1	EISG RNP RWY 28 CAT A, B	22 APR 2021
	IAC	EISG AD 2.24-12.1	EISG NDB RWY 28 CAT A, B	22 APR 2021

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Instrument Approach Chart ICAO 1: 330,000	IAC	EIDL AD 2.24-3	EIDL LOC RWY 21	05 APR 2012
	IAC	EIDL AD 2.24-4	EIDL NDB RWY 21	05 APR 2012
	IAC	EIDL AD 2.24-5	EIDL NDB RWY 03	05 APR 2012
	IAC	EIKN AD 2.24-10	EIKN ILS B CAT I & CAT II RWY26	28 APR 2016
	IAC	EIKN AD 2.24-12	EIKN NDB RWY26	28 APR 2016
	IAC	EIKN AD 2.24-13	EIKN NDB RWY26	28 APR 2016
	IAC	EIWF AD 2.24-3	EIWF ILS CAT 1 OR LOC RWY 21 CAT A,B,C	20 JUL 2017
	IAC	EIWF AD 2.24-5	EIWF NDB/DME RWY 21	30 OCT 2003
	IAC	EIWF AD 2.24-6	EIWF NDB RWY 03 CAT A, B, C	08 DEC 2016
Instrument Approach Chart ICAO 1:300,000	IAC	EICK AD 2.24-18	EICK RNP RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-19.1	EICK ILS CAT I & II or LOC RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-20	EICK VOR RWY 16	11 OCT 2018
	IAC	EICK AD 2.24-21	EICK RNP RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-22	EICK ILS CAT I or LOC RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-23	EICK VOR RWY 34	11 OCT 2018
	IAC	EICK AD 2.24-24	EICK RNP RWY 07	31 JAN 2019
	IAC	EICK AD 2.24-26	EICK RNP RWY 25 (LNAV Only)	11 OCT 2018
Instrument Approach Chart ICAO 1:250,000	IAC	EIKY AD 2.24-7	EIKY RNP RWY 26 CAT A, B, C	25 MAR 2021
	IAC	EIKY AD 2.24-10	EIKY RNP RWY 08 CAT A, B, C	20 MAY 2021
	IAC	EIKY AD 2.24-11	EIKY NDB RWY 08 CAT A, B, C	26 MAY 2016
Visual Approach Chart ICAO 1: 250,000	VAC	EICK AD 2.24-28	CORK	10 SEP 2020
	VAC	EIDL AD 2.24-15	DONEGAL	23 MAY 2019
	VAC	EIKN AD 2.24-19	IRELAND WEST/KNOCK	20 MAY 2021
	VAC	EIKY AD 2.24-13	KERRY	25 MAR 2021
	VAC	EINN AD 2.24-15	SHANNON	10 SEP 2020
	VAC	EISG AD 2.24-16	SLIGO	28 JAN 2021
	VAC	EIWF AD 2.24-7	WATERFORD	30 OCT 2003
Visual Approach Chart ICAO 1: 160,000	VAC	EIDW AD 2.24-44	DUBLIN	22 APR 2021
Aerodrome Chart ICAO 1: 25,000	AD	EICK AD 2.24-1	CORK	08 NOV 2018
	AD	EINN AD 2.24-1	SHANNON	26 MAR 2020
Aerodrome Chart ICAO 1: 20,000	AD	EIKN AD 2.24-1	IRELAND WEST	20 MAY 2021
	AD	EIKY AD 2.24-1	KERRY	20 MAY 2021
Aerodrome Chart ICAO 1: 15,000	AD	EIDL AD 2.24-1	DONEGAL	28 MAR 2019
	AD	EIWF AD 2.24-1	WATERFORD	30 OCT 2003
	AD	EIWT AD 2.24-1	WESTON	07 JUN 2007
	AD	EISG AD 2.24-1	SLIGO	28 JAN 2021

Title of series and Scale	Series	Chart Ref	Chart name and/or Number	Date
Aerodrome Chart ICAO As per Published Chart	AD	EIDW AD 2.24-1	DUBLIN	11 AUG 2022
Aerodrome Obstacle Chart ICAO – Type “A” Horizontal Scale 1:10,000 Vertical Scale 1:1,000	AOC	EICK AD 2.24-3	EICK RWY 07/25	26 APR 2018
	AOC	EICK AD 2.24-4	EICK RWY 16/34	26 APR 2018
	AOC	EIDL AD 2.24-2	EIDL RWY 03/21	28 JUN 2012
	AOC	EIDW AD 2.24-3	EIDW RWY 10R/28L	08 OCT 2020
	AOC	EIDW AD 2.24-4	EIDW RWY 10L/28R	11 AUG 2022
	AOC	EIDW AD 2.24-5	EIDW RWY 16/34	08 OCT 2020
	AOC	EIKN AD 2.24-2	EIKN RWY 08/26	18 AUG 2016
	AOC	EIKY AD 2.24-2	EIKY RWY 08/26	09 APR 2009
	AOC	EINN AD 2.24-4	EINN RWY 06/24	28 SEP 2006
	AOC	EISG AD 2.24-2	EISG RWY 10/28	28 JAN 2021
	AOC	EIWF AD 2.24-2	EIWF RWY 03/21	30 OCT 2003
Aerodrome Obstacle Chart ICAO – Type “B”	AOC	EICK/Type B/Ver 1	EICK	-
	AOC	EIDL/Type B/Ver 1	EIDL	-
	AOC	EIDW/Type B/Ver 1	EIDW	-
	AOC	EIKN/Type B/Ver 1	EIKN	-
	AOC	EIKY/ Type B/Ver 1	EIKY	-
	AOC	EINN/Type B/Ver 1	EINN	-
	AOC	EISG/Type B/Ver 1	EISG	-
	AOC	EIWF/Type B/Ver 1	EIWF	-
Precision Approach Terrain Chart Horizontal Scale 1:2,500 Vertical Scale 1:500	PATC	EICK AD 2.24-5	EICK RWY 16	26 APR 2018
	PATC	EIDW AD 2.24-6	EIDW RWY 28L	08 OCT 2020
	PATC	EIDW AD 2.24-7	EIDW RWY 28R	11 AUG 2022
	PATC	EIDW AD 2.24-8	EIDW RWY 10L	11 AUG 2022
	PATC	EIDW AD 2.24-9	EIDW RWY 10R	25 FEB 2021
	PATC	EIKN AD2.24-3	EIKN RWY 27	21 MAR 2002
	PATC	EINN AD 2.24-3	EINN RWY 24	06 DEC 2018
Aircraft Parking/Docking Chart – ICAO 1:5,000	APDC	EICK AD 2.24-2	CORK	26 APR 2018
	APDC	EINN AD 2.24-2	SHANNON	25 APR 2019
Aircraft Parking/Docking Chart – ICAO 1:6,000	APDC	EIDW AD 2.24-2	DUBLIN	03 NOV 2022
ATC Surveillance Minimum Altitude Chart - ICAO 1:850,000		EIDW AD 2.24-43.1	DUBLIN	01 DEC 2022
ATC Surveillance Minimum Altitude Chart - ICAO 1:700,000		EINN AD 2.24-16	SHANNON	17 JUN 2021
ATC Surveillance Minimum Altitude Chart - ICAO 1:600,000		EICK AD 2.24-29.1	CORK	25 MAR 2021

6. INDEX TO WORLD AERONAUTICAL CHARTS – ICAO 1:500,000



7. TOPOGRAPHICAL CHARTS

Refer to GEN 3.2.3

8. CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

Chart	Location	Correction
NIL	NIL	NIL

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GEN 3.4 COMMUNICATION SERVICES

1. RESPONSIBLE SERVICE

The Aeronautical Communications Services in Ireland are administered by:

Post: The Irish Aviation Authority
The Times Building
11-12 D'Olier Street
Dublin 2
D02 T449
Ireland

Phone: + 353 (0)1 671 8655

Fax: + 353 (0)1 679 2934

1.1 Applicable ICAO Documents

ICAO standards, Recommended Practices and Procedures contained in the following documents are applied (subject to any differences recorded in the Supplement there to).

- Annex 2 - Rules of the Air
- Annex 10 - Aeronautical Telecommunications
- Annex 11 - Air Traffic Services
- Annex 15 - Aeronautical Information Services
- DOC 4444 - Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)
- DOC 7030 - Regional Supplementary Procedures
- DOC 7910 - Location Indicators
- DOC 8400 - Abbreviations and Codes
- DOC 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services
- Doc 9694 - Manual of Air Traffic Services (ATS) Data Link Applications. Global Air Navigation Plan for CNS/ ATM Systems (Doc 9750-AN/963,).
- Global Operational Data Link Document (GOLD)(DOC 10037)
- Satellite Voice Operations Manual (SVOM) (DOC 10038)

2. AREA OF RESPONSIBILITY

Aviation Communication, Navigation and Surveillance Services are provided for

2.1. The SHANNON Flight Information Region (FIR) and the SHANNON Upper Flight Information Region (UIR).

2.2. The SHANNON Oceanic Transition Area (SOTA), an area of UK controlled airspace delegated through international agreement to the Irish Aviation Authority.

2.3. The Northern Oceanic Transition Area (NOTA), an area of UK controlled airspace delegated through international agreement to the Irish Aviation Authority.

2.4. Aeronautical Communication Services in the SHANWICK Oceanic Control Area of the ICAO North Atlantic region are provided, through international agreement, by SHANWICK Aeradio, an aeronautical communications facility operated by the Irish Aviation Authority.

The Aeronautical communications Facility is located at:

Post: SHANWICK Aeradio,
Irish Aviation Authority,
Ballygireen,
Newmarket-on-Fergus,
Co. Clare,
V95 E061
Ireland

Phone: + 353 61 471 199

Fax: + 353 61 472 528

3. TYPES OF SERVICE

3.1 Radio Navigation Services

- MF non-directional Beacon - (NDB)
- Fan-Marker - (MKR)
- Surveillance Radar - (SRH)
- Terminal Area Radar - (TAR)
- Instrument Landing System - (ILS)
- VHF Omnidirectional Radio Range - (VOR)
- Distance Measuring Equipment - (DME)
- Locator - (L)

3.2 Fixed Services

Messages to be transmitted over the Aeronautical Fixed Service are accepted only if they satisfy the relevant requirement of ICAO Annex 10.
Aircraft Operating Agencies having direct connection to the Irish AFTN are required, in accordance with the provisions of Annex 10, to retain copies of all messages transmitted by them for a period of thirty days.
The regulations governing the acceptance and handling of communications on the AFTN are contained in Annex 10 Vol. II Chapters 3 and 4.

3.3 SHANWICK Radio Aeronautical Mobile Radio telephony Operations in the North Atlantic Area (NAT)

- HF Aeromobile operations in the NAT are available for use in groups known as “families” and will be assigned as appropriate on first contact.
- As a general guide, the following frequency allocation principles are used;

Table 1:

NAT Frequency Allocation Principles	
Frequency Family	**Usage**
NAT A	Assigned to aircraft flying routes with reporting coordinates between 43N and 47N
NAT B & C	Assigned to aircraft flying routes with reporting coordinates between 47N and 64N. Primary assignment for aircraft flying central routes
NAT D	Assigned to aircraft flying routes with reporting coordinates north of 62N
NAT F	Assigned to aircraft flying routes entirely within the Gander and SHANWICK Areas. Assigned on a tactical basis and coordinated between SHANWICK Radio and Gander Radio
NAT H, I & J	Regional Domestic Air Route Area: Assigned on a tactical basis

- HF Families are designated as follows

Table 2:

SHANWICK Radio Frequencies And Hours Of Operation		
	Frequency	**Normal Hours of Operation***
NAT Family A	3016 kHz	0100-0900, 1800-2200
	5598 kHz	H24
	8906 kHz	0900-2100
	13306 kHz	As Required
NAT Family B	2899 kHz	0000-0900, 1800-2400
	5616 kHz	H24
	8864 kHz	0900-2100 Daily
	13291 kHz	As Required
NAT Family C	2872 kHz	0000-0900, 1800-2400
	5649 kHz	H24
	8879 kHz	0900-2100
	11336 kHz	As Required
	13306 kHz	As Required
NAT Family D	2971 kHz	0100-0800
	4675 kHz	0100-0800, 1100-1800
	8891 kHz	As Required
	11279 kHz	As Required
NAT Family F	3476 kHz	0100-0800 Daily
	6622 kHz	1000-1800 Daily
	8831 kHz	1000-1800 Daily
	13291 kHz	As Required
	17946 kHz	As Required
VHF GP Frequency	127.900 MHz	H24
	124.175 MHz	H24
	128.360**	H24

*This information is provided for guidance only. Hours of service of individual frequencies, or groups of frequencies, may vary as HF propagation conditions or operational requirements demand.

**Channel 128.360 is reserved for intervention or emergency purposes only for T9 and T290.
See UK AIP ENR 2.2.

- Additionally on a tactical basis, SHANWICK Radio operates Regional and Domestic Air Route Area (RDARA) frequencies. These frequencies are used individually or by common network agreement between the NAT Aeronautical Stations.

Table 3:

Regional Domestic Air Route Area (RDARA) Frequencies						
Family	**Frequencies**					
Family H	2965 kHz	3491 kHz	5583 kHz	6556 kHz	6667 kHz	10021 kHz
	10036 kHz	11363 kHz				
Family I	2860 kHz	2881 kHz	2890 kHz	3458 kHz	3473 kHz	3488 kHz
	5484 kHz	5568 kHz	6550 kHz	6595 kHz	10066 kHz	
Family J	2869 kHz	2944 kHz	2992 kHz	3446 kHz	3473 kHz	4651 kHz
	4666 kHz	4684 kHz	5460 kHz	5481 kHz	5559 kHz	5577 kHz
	6547 kHz	8954 kHz	11276 kHz			

3.4 SELCAL Operation in the NAT Region

During the time that they depended on HF communications, pilots should maintain a listening watch on the assigned frequency. This will not be necessary, however, if SECAL is fitted and used correct
Correct SELCAL use includes:

i. The provision of the SELCAL code in the flight plan:

ii. The issue of a correction to the SELCAL code if subsequently altered due to change of aircraft or equipment and

iii. A check on the operation of the SELCAL equipment at or prior to initial entry into oceanic airspace with the appropriate radio station. This SELCAL check must be completed prior to commencing SELCAL watch.

3.5 Use of VHF Channel 128.360

i. 128.360 is reserved for intervention or emergency purposes only on airways T9 and T290, and is to be continuously monitored to facilitate direct controller pilot communications by Shanwick OAC using the Shanwick Control Callsign.

ii. Prior to entering T9/T290 crews will be requested to monitor Channel 128.360 and shall continuously monitor the frequency while in the Shanwick OCA - there is no requirement to check in on frequency. In the event that Shanwick Radio need to contact an aircraft on this frequency they will use the Shanwick Radio Callsign.

iii. Routine communications, position reports, oceanic clearance or flight profile change requests are to be made directly to Shanwick Radio via assigned frequencies on HF

iv. For full conditions of use refer to UK AIP ENR 2.2

3.6 Broadcasting Service

Meteorological Broadcasts designed primarily for aircraft in flight are provided on HF and VHF.
Full details are given in GEN 3.5

3.7 Satellite Voice Services

Pilots of suitably equipped aircraft on North Atlantic (NAT) routes may contact SHANWICK Radio via satellite telephone (SATVOICE). Access Code is 425002.

3.8

SHANWICK Radio also have the HF SAR frequencies 2182 kHz, 3023 kHz and 5680 kHz for co-ordination purposes with SAR/Coastguard aircraft as Scene of Search frequencies.

3.9 Controller Pilot Data Link Communication Services (CPDLC)

Limited Controller Pilot Data Link Communication Services (CPDLC) for suitably equipped aircraft will be available for use in areas of the SHANNON Upper Airspace (SHANNON UIR), NOTA & SOTA under the responsibility of SHANNON ACC.

3.9.1 COMMUNICATION INFRASTRUCTURE

The introduction and Implementation of CPDLC Data Link Service in areas of the SHANNON UIR, NOTA & SOTA, will provide a limited CPDLC message set for FANS 1/A and ATN equipped aircraft.

The initial SHANNON UAC ground communications will be provided by ARINC Communication Service Provider.

SITA airline customers can avail of the SHANNON ACC CPDLC service via the SITA-ARINC ground-ground communications gateway. The address for SHANNON Control CPDLC is EISN

3.9.2 MESSAGES

The following uplink/downlink messages are accommodated by SHANNON.

Message	Description	FANS	ATN
UM0	UNABLE	Yes	Yes
UM1	STANDBY	Yes	Yes
UM3	ROGER	Yes	Yes
UM237	REQUEST AGAIN WITH NEXT ATC UNIT	N/A – Accommodated as UM169	Yes
UM19	MAINTAIN [level]	No	Yes
UM20	CLIMB TO [level]	Yes	Yes
UM23	DESCEND TO [level]	Yes	Yes
UM74	PROCEED DIRECT TO [position]	Yes	Yes
UM79	PROCEED TO [position] VIA [position]	Yes	Yes
UM117	CONTACT [unitname frequency]	Yes	Yes
UM123	SQUAWK [code]	Yes	Yes
UM157	CHECK STUCK MICROPHONE [frequency]	Yes	Yes
UM159	ERROR [errorinformation]	Yes	Yes
UM160	NEXT DATA AUTHORITY	Yes	Yes
UM161	END SERVICE	Yes	N/A
UM162	SERVICE UNAVAILABLE	N/A accommodated using UM159 ERROR+ UM169 freetext MESSAGE NOT SUPPORTED BY THIS ATC UNIT	Yes
UM163	[icaofacilitydesignation]	Yes	N/A
UM169	[freetext]	Yes	Yes
UM179	SQUAWK IDENT	Yes	Yes
UM183	[freetext]	N/A – accommodated as UM169	Yes
UM227	LOGICAL ACKNOWLEDGEMENT	N/A	Yes

Message	Description	FANS	ATN
DM0	WILCO	Yes	Yes
DM1	UNABLE	Yes	Yes
DM2	STANDBY	Yes	Yes
DM3	ROGER	Yes	Yes
DM6	REQUEST [level]	Yes	Yes
DM9	REQUEST CLIMB TO [level]	Yes	Yes
DM10	REQUEST DESCENT TO [level]	Yes	Yes
DM22	REQUEST DIRECT TO [position]	Yes	Yes

Message	Description	FANS	ATN
DM48	POSITION REPORT [positionreport]	Yes	Yes
DM55	PAN PAN PAN	Yes	Yes
DM56	MAYDAY MAYDAY MAYDAY	Yes	Yes
DM62	ERROR [errorinformation]	Yes	Yes
DM63	NOT CURRENT DATA AUTHORITY	Yes	Yes
DM64	[icaofacilitydesignation]	Yes	N/A
DM65	DUE TO WEATHER	Yes	Yes
DM66	DUE TO AIRCRAFT PERFORMANCE	Yes	Yes
DM73	[versionnumber]	Yes	N/A
DM89	MONITORING [unitname][frequency]	Yes	Yes
DM98	[freetext]	N/A	Yes
DM99	CURRENT DATA AUTHORITY	N/A	Yes
DM100	LOGICAL ACKNOWLDEDGEMENT	N/A	Yes
DM107	NOT AUTHORISED NEXT DATA AUTHORITY	N/A	Yes
DM112	SQUAWKING 7500	N/A	Yes

3.9.3 CPDLC SERVICES

ATS Data Link CPDLC will be implemented by SHANNON in the airspace above FL285 in the SHANNON UIR, SOTA and NOTA but may be available in certain sectors from FL160 and above.

In this airspace voice communications and voice instructions shall have precedence over data link communications at all times.

NOTE: With the exception of the requirements outlined in the section **"Aircraft entering from the SHANWICK Area"** No voice read-backs are required for CPDLC messages.

Aircraft departing EI airports

Aircraft departing from Irish airports and planning to enter the SHANNON UIR, SOTA and NOTA above FL285 are requested to only LOG ON climbing through FL160.

Aircraft entering from the SHANWICK area

SHANWICK system shall automatically send the NDA (Next Data Authority) message, followed by the contact advisory (FN-CAD) message to the flight 18 minutes prior to the transfer of control point. This instructs the avionics to logon to SHANNON making SHANNON the Next Data Authority (NDA.). Aircraft will receive the CPDLC connection request (corresponds to IMI CR1 "Connect Request" including the UM163 [icaofacilitydesignation] prior to the SHANNON Boundary. Flights entering SHANNON airspace from Oceanic Airspace will receive a UM123 (Squawk Code) message before the oceanic boundary. The up linked code shall be regarded as valid.
Aircraft shall then try to establish voice communications with SHANNON on the assigned SHANNON Frequency in order to make the required position report. Flights shall include their current Flight Level and uplinked ASSR also for verification by SHANNON Control on first contact on the assigned frequency.

Westbound aircraft entering SHANNON **UIR**/**SOTA** and **NOTA**

Westbound aircraft entering SHANNON UIR, SOTA and NOTA, which are not logged onto another ANSP may log on 5 minutes before the SHANNON boundary. Logged on Aircraft will automatically be offered a CPDLC connection (ATN: the CPDLC connection request corresponds to CPDLC_Start_Request) (FANS: the CPDLC connection request corresponds to IMI CR1 "Connect Request" including the UM163 [icaofacilitydesignation]) prior to the SHANNON boundary. Except for exceptional circumstances, SHANNON shall not uplink messages until aircraft are under the control of SHANNON Control.

Aircraft connected to EISN, routing into Oceanic airspace

Oceanic clearances shall continue to be requested as normal from SHANWICK Oceanic. For flights connected to SHANNON (EISN) with SHANWICK (EGGX) as next ATC unit a message (UM160)shall be sent by SHANNON to the flight advising of the NDA (next data authority) 18 minutes prior to the boundary. At 17 minutes prior to the boundary a FN_CAD (FN Contact Advisory) will be sent to FANS connected flights specifying the next ATC unit with which the aircraft has to initiate data link logon

Aircraft connected to EISN and contacting SHANWICK Radio.

SHANNON will transfer suitably equipped aircraft to SHANWICK Radio, via message (UM117) CONTACT [unitname frequency]. SHANWICK Radio will assign an appropriate secondary frequency on first contact.
In the event that crews do not establish contact on the assigned primary frequency attempt to contact on a published frequency as per
GEN 3.4 Table 2 or using the table below.

Frequency	Opening Hours
2872KHZ	0000-0800,1900-2400
5649KHZ	H24
8879KHZ	0800-1200
124.175MHZ	H24

Emergency Messages

The use of CPDLC to indicate emergency situations shall only be used if other methods are not possible/available.

Transition from ATN to FANS for Westbound Oceanic traffic

Westbound Oceanic Aircraft that are connected to SHANNON CPDLC on FANS will receive both an NDA and a contact advisory message (FN-CAD) for SHANWICK Oceanic control.
Westbound Oceanic aircraft that are connected to the ATN network will not be nominated to SHANWICK by SHANNON. Flight crew will be required to Disconnect from SHANNON and log onto SHANWICK manually.

"Important Notes"

IF A FLIGHT CREW HAS ANY DOUBT REGARDING THE CONTENT, VALIDITY OR EXECUTION OF A CPDLC MESSGE THEY MUST REVERT TO VOICE IMMEDIATELY TO CLARIFY THE SITUATION.

Flight crews must ensure that upon receiving an uplink message, the CPDLC address corresponds to the unit name to which the flight is in voice communications.
If a CPDLC instruction is superseded by a voice instruction, in order to avoid a time-out the flight crew are requested to respond 'UNABLE' to close the original CPDLC dialogue and follow the voice instruction.
Controllers may be required to respond to a downlink request with 'UNABLE' to close dialogue.
Due to the potential for FANS message duplication flight crew are requested to report any suspected instances of duplicated CPDLC messages to ATC on the assigned frequency.

3.9.4 DATA LINK EXEMPTIONS AND FLIGHT PLANS

Aircraft which are not required to be CPDLC equipped (Commission Regulation (EC) No. 29/2009, is not applicable in accordance with Article 3(3), or aircraft types/models are exempted by Commission Implementing Decision 2019/2012) shall include the letter "Z" in item 10 and the indicator "DAT/CPDLCX" in item 18 of each flight plan.

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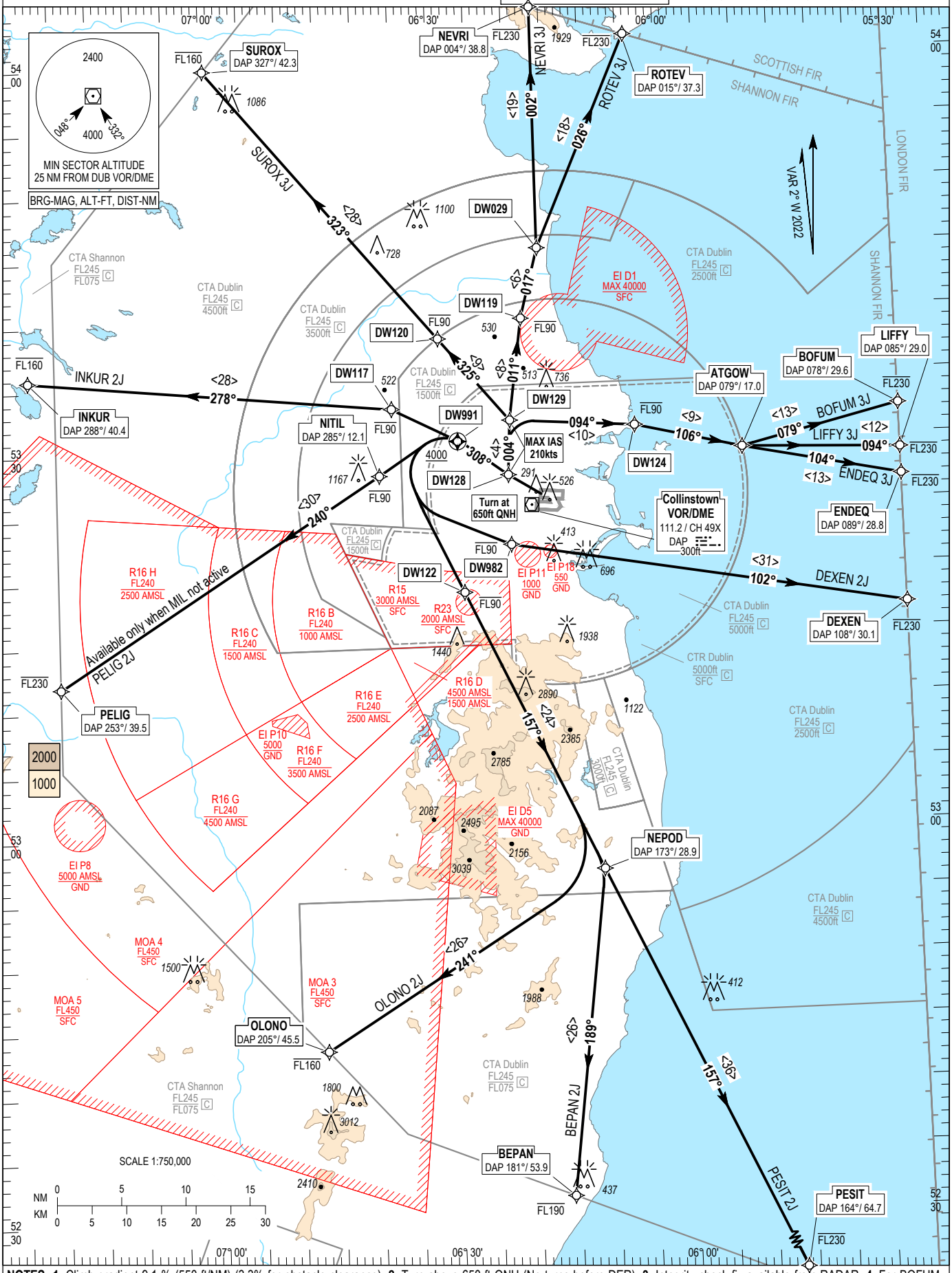
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS DEP	129.640
TWR NTH	124.680
ACC Lower North	132.580
ACC Lower South	120.755

DUBLIN RWY 28R, CAT C, D

DEXEN 2J, LIFFY 3J, PESIT 2J, BEPAN 2J, OLONO 2J, PELIG 2J, INKUR 2J, SUROX 3J, NEVRI 3J, ROTEV 3J, BOFUM 3J, ENDEQ 3J.



NOTES: 1. Climb gradient 9.1 % (550 ft/NM) (3.3% for obstacle clearance). **2.** Turn above 650 ft QNH (No turns before DER). **3.** Integrity check fix available from RADAR. **4.** For BOFUM, LIFFY, ENDEQ and DEXEN MAX IAS: 290kts above FL100. **5.** On passing 2000ft contact ACC Lower North or ACC Lower South as appropriate.

CHANGE: Validity indicators amended, WPTs DW128, DW129 added and WPT DW123 removed.

BEPAN 2J CAT C/D SID RWY28R
BEPA2J

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track	Distance (NM)	Upper limit / Lower limit	Speed limit (kts)	Remarks
RNAV1	-	-	CA	-	275.3 / 277	-	- / +A650	210	-
RNAV1	DW128	532756.6 / 0062108.2	CF	Fly-By	305.5 / 308	-	-	210	Turn R, 221° DUB / D2.6 DUB
RNAV1	DW991	533013.9 / 0062632.6	CF	Fly-Over	305.4 / 308	-	- / +A4000	-	R275° DUB / D4.9 DUB
RNAV1	DW122	531846.8 / 0062718.3	DF	Fly-By	-	-	-FL090 / -	-	Turn L
RNAV1	NEPOD	525657.2 / 0061029.8	TF	Fly-By	155.0 / 157	24.1	-	-	-
RNAV1	BEPAN	523136.2 / 0061549.5	TF	Fly-By	187.3 / 189	25.6	-FL190 / -	-	Turn R

BOFUM 3J CAT C/D SID RWY28R
BOFU3J

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track	Distance (NM)	Upper limit / Lower limit	Speed limit (kts)	Remarks
RNAV1	-	-	CA	-	275.3 / 277	-	- / +A650	210	-
RNAV1	DW128	532756.6 / 0062108.2	CF	Fly-By	305.5 / 308	-	-	210	Turn R, 221° DUB / D2.6 DUB
RNAV1	DW129	533136.2 / 0062055.7	TF	Fly-By	001.9 / 004	3.7	-	210	Turn R
RNAV1	DW124	533120.3 / 0060426.0	TF	Fly-By	091.4 / 094	9.8	-FL090 / -	-	Turn R
RNAV1	ATGOW	532920.2 / 0055032.5	TF	Fly-By	103.5 / 106	8.5	-	-	Turn R
RNAV1	BOFUM	533214.0 / 0053000.0	TF	Fly-By	076.6 / 079	12.6	-FL230 / -	-	Turn L

DEXEN 2J CAT C/D SID RWY28R
DEXE2J

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track	Distance (NM)	Upper limit / Lower limit	Speed limit (kts)	Remarks
RNAV1	-	-	CA	-	275.3 / 277	-	- / +A650	210	-
RNAV1	DW128	532756.6 / 0062108.2	CF	Fly-By	305.5 / 308	-	-	210	Turn R, 221° DUB / D2.6 DUB
RNAV1	DW991	533013.9 / 0062632.6	CF	Fly-Over	305.4 / 308	-	- / +A4000	-	R275° DUB / D4.9 DUB
RNAV1	DW982	532223.0 / 0062101.5	DF	Fly-By	-	-	-FL090 / -	-	Turn L
RNAV1	DEXEN	531649.4 / 0053000.0	TF	Fly-By	100.0 / 102	31.1	-FL230 / -	-	-

ENDEQ 3J CAT C/D SID RWY28R
ENDE3J

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track	Distance (NM)	Upper limit / Lower limit	Speed limit (kts)	Remarks
RNAV1	-	-	CA	-	275.3 / 277	-	- / +A650	210	-
RNAV1	DW128	532756.6 / 0062108.2	CF	Fly-By	305.5 / 308	-	-	210	Turn R, 221° DUB / D2.6 DUB
RNAV1	DW129	533136.2 / 0062055.7	TF	Fly-By	001.9 / 004	3.7	-	210	Turn R
RNAV1	DW124	533120.3 / 0060426.0	TF	Fly-By	091.4 / 094	9.8	-FL090 / -	-	Turn R
RNAV1	ATGOW	532920.2 / 0055032.5	TF	Fly-By	103.5 / 106	8.5	-	-	Turn R
RNAV1	ENDEQ	532644.4 / 0053000.0	TF	Fly-By	101.8 / 104	12.5	-FL230 / -	-	-

INKUR 2J CAT C/D SID RWY28R
INKU2J

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track	Distance (NM)	Upper limit / Lower limit	Speed limit (kts)	Remarks
RNAV1	-	-	CA	-	275.3 / 277	-	- / +A650	210	-
RNAV1	DW128	532756.6 / 0062108.2	CF	Fly-By	305.5 / 308	-	-	210	Turn R, 221° DUB / D2.6 DUB
RNAV1	DW991	533013.9 / 0062632.6	CF	Fly-Over	305.4 / 308	-	- / +A4000	-	R275° DUB / D4.9 DUB
RNAV1	DW117	533310.5 / 0063604.4	DF	Fly-By	-	-	-FL090 / -	-	Turn L
RNAV1	INKUR	533551.3 / 0072328.6	TF	Fly-By	275.7 / 278	28.4	-FL160 / -	-	Turn L

LIFFY 3J CAT C/D SID RWY28R
LIFF3J

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track	Distance (NM)	Upper limit / Lower limit (ft)	Speed limit (kts)	Remarks
RNAV1	-	-	CA	-	275.3 / 277	-	- / +A650	210	-
RNAV1	DW128	532756.6 / 0062108.2	CF	Fly-By	305.5 / 308	-	-	210	Turn R, 221° DUB / D2.6 DUB
RNAV1	DW129	533136.2 / 0062055.7	TF	Fly-By	001.9 / 004	3.7	-	210	Turn R
RNAV1	DW124	533120.3 / 0060426.0	TF	Fly-By	091.4 / 094	9.8	-FL090 / -	-	Turn R
RNAV1	ATGOW	532920.2 / 0055032.5	TF	Fly-By	103.5 / 106	8.5	-	-	Turn R
RNAV1	LIFFY	532848.3 / 0053000.0	TF	Fly-By	092.3 / 094	12.3	-FL230 / -	-	Turn L

NEVRI 3J CAT C/D SID RWY28R
NEVR3J

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track	Distance (NM)	Upper limit / Lower limit	Speed limit (kts)	Remarks
RNAV1	-	-	CA	-	275.3 / 277	-	- / +A650	210	-
RNAV1	DW128	532756.6 / 0062108.2	CF	Fly-By	305.5 / 308	-	-	210	Turn R, 221° DUB / D2.6 DUB
RNAV1	DW129	533136.2 / 0062055.7	TF	Fly-By	001.9 / 004	3.7	-	210	Turn R
RNAV1	DW119	533955.8 / 0061847.9	TF	Fly-By	008.6 / 011	8.4	-FL090 / -	-	Turn R
RNAV1	DW029	534521.0 / 0061621.0	TF	Fly-By	015.0 / 017	5.6	-	-	Turn R
RNAV1	NEVRI	540406.0 / 0061611.4	TF	Fly-By	000.3 / 002	18.8	-FL230 / -	-	Turn L

OLONO 2J CAT C/D SID RWY28R
OLON2J

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track	Distance (NM)	Upper limit / Lower limit	Speed limit (kts)	Remarks
RNAV1	-	-	CA	-	275.3 / 277	-	- / +A650	210	-
RNAV1	DW128	532756.6 / 0062108.2	CF	Fly-By	305.5 / 308	-	-	210	Turn R, 221° DUB / D2.6 DUB
RNAV1	DW991	533013.9 / 0062632.6	CF	Fly-Over	305.4 / 308	-	- / +A4000	-	R275° DUB / D4.9 DUB
RNAV1	DW122	531846.8 / 0062718.3	DF	Fly-By	-	-	-FL090 / -	-	Turn L
RNAV1	NEPOD	525657.2 / 0061029.8	TF	Fly-By	155.0 / 157	24.1	-	-	-
RNAV1	OLONO	524323.1 / 0064644.4	TF	Fly-By	238.5 / 241	25.8	-FL160 / -	-	Turn R

PELIG 2J CAT C/D SID RWY28R
PELI2J

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track	Distance (NM)	Upper limit / Lower limit	Speed limit (kts)	Remarks
RNAV1	-	-	CA	-	275.3 / 277	-	- / +A650	210	-
RNAV1	DW128	532756.6 / 0062108.2	CF	Fly-By	305.5 / 308	-	-	210	Turn R, 221° DUB / D2.6 DUB
RNAV1	DW991	533013.9 / 0062632.6	CF	Fly-Over	305.4 / 308	-	- / +A4000	-	R275° DUB / D4.9 DUB
RNAV1	NITIL	532800.0 / 0063755.0	DF	Fly-By	-	-	-FL090 / -	-	Turn L
RNAV1	PELIG	531158.5 / 0072000.0	TF	Fly-By	237.8 / 240	29.9	-FL230 / -	-	-

PESIT 2J CAT C/D SID RWY28R
PESI2J

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track	Distance (NM)	Upper limit / Lower limit	Speed limit (kts)	Remarks
RNAV1	-	-	CA	-	275.3 / 277	-	- / +A650	210	-
RNAV1	DW128	532756.6 / 0062108.2	CF	Fly-By	305.5 / 308	-	-	210	Turn R, 221° DUB / D2.6 DUB
RNAV1	DW991	533013.9 / 0062632.6	CF	Fly-Over	305.4 / 308	-	- / +A4000	-	R275° DUB / D4.9 DUB
RNAV1	DW122	531846.8 / 0062718.3	DF	Fly-By	-	-	-FL090 / -	-	Turn L
RNAV1	NEPOD	525657.2 / 0061029.8	TF	Fly-By	155.0 / 157	24.1	-	-	-
RNAV1	PESIT	522356.6 / 0054524.0	TF	Fly-By	155.0 / 157	36.4	-FL230 / -	-	-

ROTEV 3J CAT C/D SID RWY28R
ROTE3J

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track	Distance (NM)	Upper limit / Lower limit	Speed limit (kts)	Remarks
RNAV1	-	-	CA	-	275.3 / 277	-	- / +A650	210	-
RNAV1	DW128	532756.6 / 0062108.2	CF	Fly-By	305.5 / 308	-	-	210	Turn R, 221° DUB / D2.6 DUB
RNAV1	DW129	533136.2 / 0062055.7	TF	Fly-By	001.9 / 004	3.7	-	210	Turn R
RNAV1	DW119	533955.8 / 0061847.9	TF	Fly-By	008.6 / 011	8.4	-FL090 / -	-	Turn R
RNAV1	DW029	534521.0 / 0061621.0	TF	Fly-By	015.0 / 017	5.6	-	-	Turn R
RNAV1	ROTEV	540143.7 / 0060358.4	TF	Fly-By	024.0 / 026	18.0	-FL230 / -	-	Turn R

SUROX 3J CAT C/D SID RWY28R
SURO3J

Nav. Spec.	WPT Name	Latitude (N) / Longitude (W)	Path Term	Fly-By Fly-Over	True track / Mag track	Distance (NM)	Upper limit / Lower limit	Speed limit (kts)	Remarks
RNAV1	-	-	CA	-	275.3 / 277	-	- / +A650	210	-
RNAV1	DW128	532756.6 / 0062108.2	CF	Fly-By	305.5 / 308	-	-	210	Turn R, 221° DUB / D2.6 DUB
RNAV1	DW129	533136.2 / 0062055.7	TF	Fly-By	001.9 / 004	3.7	-	210	Turn R
RNAV1	DW120	533832.6 / 0062944.0	TF	Fly-By	323.0 / 325	8.7	-FL090 / -	-	Turn L
RNAV1	SUROX	535948.0 / 0065936.5	TF	Fly-By	320.5 / 323	27.7	-FL160 / -	-	Turn R

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANS ALT 5000ft
TRANS LEVEL by ATC

ATIS DEP	129.640
TWR NTH	124.680
DEP North	127.865
DEP South	123.990

DUBLIN RWY 10L, CAT C, D

BOFUM 2Q, LIFFY 2Q, DEXEN 2Q, PESIT 2Q, BEPAN 2Q, OLONO 2Q, ENDEQ 2Q, INKUR 2Q, SUROX 2Q, NEVRI 2Q, ROTEV 2Q.

MIN SECTOR ALTITUDE
25 NM FROM DUB VOR/DME

BRG-MAG, ALT-FT, DIST-NM

SUROX 2Q <18> 279°
INKUR 2Q <39> 238°
NEVRI 2Q 342° <22>
ROTEV 2Q 001° <18>
315° <21>
355° <8>
BOFUM 2Q 069° <12>
LIFFY 2Q 086° <11>
ENDEQ 2Q 097° <11>
086° <9>
087°
194° <8>
DEXEN 2Q 102° <13>
188° <5>
202° <10>
BEPAN 2Q 189° <26>
OLONO 2Q 241° <26>
PESIT 2Q 167° <44>

DODIG DUB 349°/ 28.6
NEVRI DUB 004°/ 34.2
ROTEV DUB 017°/ 33.0
SUROX DUB 323°/ 38.6
INKUR DUB 281°/ 39.2
LEMTA DUB 036°/ 16.4
LIFFY DUB 094°/ 28.9
BOFUM DUB 087°/ 29.0
ENDEQ DAP 089°/ 28.8
DEXEN DAP 108°/ 30.1
IRDEX DAP 150°/ 16.2
ERVAD DAP 159°/ 20.3
NEPOD DAP 173°/ 28.9
OLONO DAP 205°/ 45.5
BEPAN DAP 181°/ 53.9
PESIT DAP 164°/ 64.7

Dublin VOR/DME 114.9 / CH 96X DUB 200ft
Collinstown VOR/DME 111.2 / CH 49X DAP 300ft

DW125 FL90 210kts
DW996 4000
DW126 MAX IAS 210kts
DW552 FL90
DW127 FL90 210kts

EI D1 MAX 40000 SFC
EI P18 550 GND
EI P11 1000 GND
EI P10 5000 GND
EI D5 MAX 40000 GND
EI P8 5000 AMSL GND

R15 3000 AMSL SFC
R23 2000 AMSL SFC
R16 B FL240 1000 AMSL
R16 C FL240 1500 AMSL
R16 H FL240 2500 AMSL
R16 D 4500 AMSL 1500 AMSL
R16 E FL240 2500 AMSL
R16 F FL240 3500 AMSL
R16 G FL240 4500 AMSL
MOA 4 FL450 SFC
MOA 5 FL450 SFC
MOA 3 FL450 SFC

CTA Shannon FL245 FL075 C
CTA Dublin FL245 4500ft C
CTA Dublin FL245 3500ft C
CTA Dublin FL245 1500ft C
CTA Dublin FL245 5000ft C
CTA Dublin FL245 2500ft C
CTA Dublin FL245 FL075 C
CTR Dublin 5000ft SFC C

SCOTTISH FIR
SHANNON FIR
LONDON FIR
VAR 2° W 2022

SCALE 1:750,000
NM 0 5 10 15
KM 0 5 10 15 20 25 30

NOTES: 1. Climb gradient 9.1% (550 ft/NM)(3.3% for obstacle clearance). **2.** Close-in obstacles (poles and streetlights) to the right of departure track exist. **3.** Integrity check fix available from RADAR. **4.** On passing 2000ft contact Dublin Departure North or South as appropriate. **5.** For BOFUM, LIFFY, ENDEQ and DEXEN MAX IAS: 290kts above FL100.

CHANGE: New WPT DW996 added, DW994 removed and Validity Factors amended.

BEPAN 2Q CAT C/D SID RWY10L
BEPA2Q

Nav. Spec.	WPT Name	Latitude (N)/ Longitude (W)	Path Term	Fly-By Fly-over	True track / Mag track	Distance (NM)	Upper limit / Lower limit (ft)	Speed Limit (kts)	Remarks
RNAV1	DW996	532638.1 / 0060255.6	CF	Fly-Over	085.3 / 087	-	- / +A4000	210	R084° DAP / D9.2 DAP
RNAV1	DW127	531937.2 / 0060104.7	DF	Fly-By	-	-	-FL090 / -	210	Turn R
RNAV1	IRDEX	531145.1 / 0060350.1	TF	Fly-By	191.9 / 194	8.1	-	-	-
RNAV1	ERVAD	530647.1 / 0060440.4	TF	Fly-By	185.8 / 188	5.0	-	-	Turn L
RNAV1	NEPOD	525657.2 / 0061029.8	TF	Fly-By	199.7 / 202	10.5	-	-	Turn R
RNAV1	BEPAN	523136.2 / 0061549.5	TF	Fly-By	187.3 / 189	25.6	-FL190 / -	-	Turn L

BOFUM 2Q CAT C/D SID RWY10L
BOFU2Q

Nav. Spec.	WPT Name	Latitude (N)/ Longitude (W)	Path Term	Fly-By Fly-over	True track / Mag track	Distance (NM)	Upper limit / Lower limit (ft)	Speed Limit (kts)	Remarks
RNAV1	DW996	532638.1 / 0060255.6	CF	Fly-Over	085.3 / 087	-	- / +A4000	-	R084° DAP / D9.2 DAP
RNAV1	DW126	532736.7 / 0054753.6	TF	Fly-By	087.4 / 090	9.0	-FL090 / -	-	-
RNAV1	BOFUM	533214.0 / 0053000.0	TF	Fly-By	066.5 / 069	11.6	-FL230 / -	290	Turn L

DEXEN 2Q CAT C/D SID RWY10L
DEXE2Q

Nav. Spec.	WPT Name	Latitude (N)/ Longitude (W)	Path Term	Fly-By Fly-over	True track / Mag track	Distance (NM)	Upper limit / Lower limit (ft)	Speed Limit (kts)	Remarks
RNAV1	DW996	532638.1 / 0060255.6	CF	Fly-Over	085.3 / 087	-	- / +A4000	-	R084° DAP / D9.2 DAP
RNAV1	DW552	531909.3 / 0055123.7	DF	Fly-By	-	-	-FL090 / -	-	Turn R
RNAV1	DEXEN	531649.4 / 0053000.0	TF	Fly-By	100.2 / 102	13.0	-FL230 / -	290	Turn L

ENDEQ 2Q CAT C/D SID RWY10L
ENDE2Q

Nav. Spec.	WPT Name	Latitude (N)/ Longitude (W)	Path Term	Fly-By Fly-over	True track / Mag track	Distance (NM)	Upper limit / Lower limit (ft)	Speed Limit (kts)	Remarks
RNAV1	DW996	532638.1 / 0060255.6	CF	Fly-Over	085.3 / 087	-	- / +A4000	-	R084° DAP / D9.2 DAP
RNAV1	DW126	532736.7 / 0054753.6	TF	Fly-By	087.4 / 090	9.0	-FL090 / -	-	-
RNAV1	ENDEQ	532644.4 / 0053000.0	TF	Fly-By	094.5 / 097	10.7	-FL230 / -	290	Turn R

INKUR 2Q CAT C/D SID RWY10L
INKU2Q

Nav. Spec.	WPT Name	Latitude (N)/ Longitude (W)	Path Term	Fly-By Fly-over	True track / Mag track	Distance (NM)	Upper limit / Lower limit (ft)	Speed Limit (kts)	Remarks
RNAV1	DW996	532638.1 / 0060255.6	CF	Fly-Over	085.3 / 087	-	- / +A4000	210	R084° DAP / D9.2 DAP
RNAV1	DW125	533523.2 / 0060130.2	DF	Fly-By	-	-	-FL090 / -	210	Turn L
RNAV1	LEMTA	534334.3 / 0060311.6	TF	Fly-By	353.0 / 355	8.3	-	-	-
RNAV1	DODIG	535746.0 / 0062934.0	TF	Fly-By	312.5 / 315	21.1	-	-	Turn L
RNAV1	INKUR	533551.3 / 0072328.6	TF	Fly-By	235.9 / 238	38.8	-FL160 / -	-	Turn L

LIFFY 2Q CAT C/D SID RWY10L
LIFF2Q

Nav. Spec.	WPT Name	Latitude (N)/ Longitude (W)	Path Term	Fly-By Fly-over	True track / Mag track	Distance (NM)	Upper limit / Lower limit (ft)	Speed Limit (kts)	Remarks
RNAV1	DW996	532638.1 / 0060255.6	CF	Fly-Over	085.3 / 087	-	- / +A4000	-	R084° DAP / D9.2 DAP
RNAV1	DW126	532736.7 / 0054753.6	TF	Fly-By	087.4 / 090	9.0	-FL090 / -	-	-
RNAV1	LIFFY	532848.3 / 0053000.0	TF	Fly-By	083.5 / 086	10.8	-FL230 / -	290	Turn L

NEVRI 2Q CAT C/D SID RWY10L
NEVR2Q

Nav. Spec.	WPT Name	Latitude (N)/ Longitude (W)	Path Term	Fly-By Fly-over	True track / Mag track	Distance (NM)	Upper limit / Lower limit (ft)	Speed Limit (kts)	Remarks
RNAV1	DW996	532638.1 / 0060255.6	CF	Fly-Over	085.3 / 087	-	- / +A4000	210	R084° DAP / D9.2 DAP
RNAV1	DW125	533523.2 / 0060130.2	DF	Fly-By	-	-	-FL090 / -	210	Turn L
RNAV1	LEMTA	534334.3 / 0060311.6	TF	Fly-By	353.0 / 355	8.3	-	-	-
RNAV1	NEVRI	540406.0 / 0061611.4	TF	Fly-By	339.6 / 342	22.0	-FL230 / -	-	Turn L

OLONO 2Q CAT C/D SID RWY10L
OLON2Q

Nav. Spec.	WPT Name	Latitude (N)/ Longitude (W)	Path Term	Fly-By Fly-over	True track / Mag track	Distance (NM)	Upper limit / Lower limit (ft)	Speed Limit (kts)	Remarks
RNAV1	DW996	532638.1 / 0060255.6	CF	Fly-Over	085.3 / 087	-	- / +A4000	210	R084° DAP / D9.2 DAP
RNAV1	DW127	531937.2 / 0060104.7	DF	Fly-By	-	-	-FL090 / -	210	Turn R
RNAV1	IRDEX	531145.1 / 0060350.1	TF	Fly-By	191.9 / 194	8.1	-	-	-
RNAV1	ERVAD	530647.1 / 0060440.4	TF	Fly-By	185.8 / 188	5.0	-	-	Turn L
RNAV1	NEPOD	525657.2 / 0061029.8	TF	Fly-By	199.7 / 202	10.5	-	-	Turn R
RNAV1	OLONO	524323.1 / 0064644.4	TF	Fly-By	238.5 / 241	25.8	-FL160 / -	-	Turn R

PESIT 2Q CAT C/D SID RWY10L
PESI2Q

Nav. Spec.	WPT Name	Latitude (N)/ Longitude (W)	Path Term	Fly-By Fly-over	True track / Mag track	Distance (NM)	Upper limit / Lower limit (ft)	Speed Limit (kts)	Remarks
RNAV1	DW996	532638.1 / 0060255.6	CF	Fly-Over	085.3 / 087	-	- / +A4000	210	R084° DAP / D9.2 DAP
RNAV1	DW127	531937.2 / 0060104.7	DF	Fly-By	-	-	-FL090 / -	210	Turn R
RNAV1	IRDEX	531145.1 / 0060350.1	TF	Fly-By	191.9 / 194	8.1	-	-	-
RNAV1	ERVAD	530647.1 / 0060440.4	TF	Fly-By	185.8 / 188	5.0	-	-	Turn L
RNAV1	PESIT	522356.6 / 0054524.0	TF	Fly-By	164.6 / 167	44.5	-FL230 / -	-	Turn L

ROTEV 2Q CAT C/D SID RWY10L
ROTE2Q

Nav. Spec.	WPT Name	Latitude (N)/ Longitude (W)	Path Term	Fly-By Fly-over	True track / Mag track	Distance (NM)	Upper limit / Lower limit (ft)	Speed Limit (kts)	Remarks
RNAV1	DW996	532638.1 / 0060255.6	CF	Fly-Over	085.3 / 087	-	- / +A4000	210	R084° DAP / D9.2 DAP
RNAV1	DW125	533523.2 / 0060130.2	DF	Fly-By	-	-	-FL090 / -	210	Turn L
RNAV1	LEMTA	534334.3 / 0060311.6	TF	Fly-By	353.0 / 355	8.3	-	-	-
RNAV1	ROTEV	540143.7 / 0060358.4	TF	Fly-By	358.6 / 001	18.2	-FL230 / -	-	Turn R

SUROX 2Q CAT C/D SID RWY10L
SURO2Q

Nav. Spec.	WPT Name	Latitude (N)/ Longitude (W)	Path Term	Fly-By Fly-over	True track / Mag track	Distance (NM)	Upper limit / Lower limit (ft)	Speed Limit (kts)	Remarks
RNAV1	DW996	532638.1 / 0060255.6	CF	Fly-Over	085.3 / 087	-	- / +A4000	210	R084° DAP / D9.2 DAP
RNAV1	DW125	533523.2 / 0060130.2	DF	Fly-By	-	-	-FL090 / -	210	Turn L
RNAV1	LEMTA	534334.3 / 0060311.6	TF	Fly-By	353.0 / 355	8.3	-	-	-
RNAV1	DODIG	535746.0 / 0062934.0	TF	Fly-By	312.5 / 315	21.1	-	-	Turn L
RNAV1	SUROX	535948.0 / 0065936.5	TF	Fly-By	276.8 / 279	17.9	-FL160 / -	-	Turn L