

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

The air traffic rules and procedures applicable to air traffic within the territory of Hungary conform with Annexes to the Convention on International Civil Aviation and to those portions, applicable to aircraft, of the Procedures for Air Navigation Services - Air Traffic Management (Doc 4444 ATM/501) and the Regional Supplementary Procedures (Doc 7030) applicable to the EUR Region with the differences (printed in **Bold**) and additional provisions listed hereunder. Types of differences are categorized as A/B/C or Significant Difference in line with ICAO EFOD categorization:

- A - More exacting or exceeds
- B - Different in Character or Other means of compliance
- C - Less protective or partially implemented or not implemented

Provision affected		Type of diff	Difference in full text
<b>Annex 1 - Personnel Licensing (Amendment 178)</b>			
Chapter 1 Definitions and General Rules Concerning Licences	1.2.2.1	B	The licences issued by a Member State of the European Union are recognised as valid by all the other Member States without administrative issuance of an additional authorisation.
	1.2.4.1	B	The term: 'medical certificate' is used in lieu of: 'medical assessment'
	1.2.4.2	C	States shall apply, as part of their State safety programme, basic safety management principles to the medical assessment process of licence holders, that as a minimum include
	1.2.4.11.2	C	Not specifically mentioned
	1.2.8.2	B	FCL.115 LAPL, of FCL.210 PPL, FCL.315 CPL, and FCL.315(A), FCL.410.A MPL, FCL.515 ATPL, FCL930 FI, FCL.930FI FI, FCL.930.TRI TRI, FCL.930.CRI CRI, FCL930.IRI IRI, FCL930.SFI SFI, FCL930.MCCI MCCI, FCL930.ST STI, FCL.930.MI MI, FCL.930FTI FTI, Appendix 3 to Annex I, Appendix 5 to Annex I, and Appendix 6 to Annex I of Annex I (Part-FCL) of Commission Regulation (EU) 2011/1178 Flight Crew Licensing, ensure the necessary flexibility of training programmes.
	1.2.8.4	C	The competency based training concept is not implemented.
	1.2.9.2	C	No such a specific requirement.
	1.2.9.3	A	Level 4 language proficiency endorsement is required as defined in Regulation No 1178/2011/EU.
	1.2.9.6	C	Pilots who have demonstrated language proficiency at operational level are re evaluated every 4 years

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Chapter 2 Licences and ratings for Pilots	2.1.10.	C	Pilots aged 60 64 may act as pilots in command in the single pilots international CAT operations of aircraft other than aeroplanes and helicopters.
	2.3.2.1	B	Part FCL differs here from ICAO in that sense that the holder of a PPL to provide flight instruction may receive remunerations.
	2.3.3.1.1	A	Applicants for a PPL(A) shall have completed at least 45 hours of flight instruction in aeroplanes, 5 of which may have been completed in an FSTD.
	2.3.4.1.1	A	Applicants for a PPL(H) shall have completed at least 45 hours of flight instruction on helicopters, 5 of which may have been completed in an FNPT or FFS.
	2.3.4.2.1	A	The total dual flight instruction in ICAO is 20 hours and in Part FCL 25 hours. See general difference in 2.3.4.1.1
	2.3.5.1.1	A	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.3.5.1.2	A	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.3.5.1.3	A	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.3.5.2	A	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.3.6.1	A	The total flight time in ICAO is 25 hours and in Part FCL 35 hours.
	2.4.3.1.1	A	FCL.315 CPL together with Appendix 3 to Annex I (Part-FCL) of Reg. 1178/2011 allows a maximum of 10 hours credit.
	2.4.4.1.1	A	The total flight time in ICAO is 150 hours and in Part FCL 185 hours
	2.4.4.1.1.1	A	The total flight time in ICAO is 150 hours and in Part FCL 185 hours.
	2.4.5.1.1	B	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.4.5.1.2	B	It is required to have a CPL(A) or (H) Part FCL license, and due to which of these 2 a pilot has requirements are listed in provision FCL.720.PL
	2.4.6.1.1.1	B	Division of hours in different, like in Part FCL it is 5 hours cross country flight time and 5 hours of night flight
	2.5.1.2.1.1	A	As well as the additional requirements underpinning the approved adapted competency model
	2.6.3.1.1.1	A	Part FCL requires in addition 500 hours in multi pilot operations on aeroplanes.
	2.6.4.1.1.1	A	Part FCL requires in addition 350 hours in multi pilot helicopters.
	2.9.1.3.1	A	The total flight time in ICAO is 6 hours and in Part FCL 15 hours. Also the amount of launches differs. ICAO requires 20 launches and Part FCL 40 launches.
	2.10.1.3.3	A	In case of remuneration ICAO recommends 35 hours of flight time, while Part FCL requires 50 hours of flight time and 50 take offs and landings as PIC on balloons.

Provision affected		Type of diff	Difference in full text
Chapter 3 Licences for Flight Crew Members Other Than Licences for Pilots	3.2.1.2	A	TKI includes aircraft general knowledge for the given type as well
	3.2.1.3.1	B	Experience as a flight navigator in a flight simulator is acceptable as part of the total flight time of 200 hours up to a maximum of 50 hours
	3.2.1.4	A	Skill test includes effective use of aircraft systems within their limits on the given type as well
	3.2.1.5	A	Class 1 medical certificate is required as defined in Regulation No 1178/2011/EU
	3.2.2	A	Privileges of the licence holder is to act as flight navigator on maximum 2 aircraft types only, for which he/she has a type rating, Level 4 language proficiency endorsement is required as defined in EC decision No 1178/2011/EU
	3.3.1.2.1	A	TKI includes fundamentals of navigation and operational aspects of meteorology as well
	3.3.1.3.1	A	Minimum 200 hours of flight time is required instead of 100 hours
	3.3.1.3.2	B	Instead of fuel management the national law mentions fuel flow control
	3.3.1.4.1	B	Instead of aeronautical knowledge the national law mentions air traffic knowledge
	3.3.1.4.2	C	Not implemented - the national law doesn't mention the use of an FSTD for a skill test
	3.3.1.5	A	Class 1 medical certificate is required as defined in Regulation No 1178/2011/EU
	3.3.2.1	A	Privileges of the licence holder is to act as flight engineer on maximum 2 aircraft types only, for which he/she has a type rating
	3.4	C	Not implemented - the national law doesn't contain regulations for a flight radiotelephone operator licence (there is no such licence), radiotelephony requirements for pilots.

Provision affected		Type of diff	Difference in full text
Chapter 4 Licences and Ratings for Personnel Other Than Flight Crew Members	4.2.1.4	C	For Basic training Part 66.A.25 only requires that the level of knowledge is demonstrated by examinations. For aircraft type training Approved type rating courses are only required for Group 1 aircraft. For other 2 groups it is optional.
	4.2.1.5	B	The skill assessment is not required in case of licence issue based on the Basic knowledge examination only. For Cat. A CS the assessment is performed in Part 145 Organisations. For type examination for Group 2 and 3 aircraft the skill assessment is not mandatory.
	4.2.2.2	C	No certifying staff licencing for the release of the components, the entire aircraft can be released by Cat. C CS after the base maintenance.
	4.4.1.1	B	There is implicitly no age requirement for the issuance of an air traffic controller licence.
	4.4.1.3.1	B	The unit endorsement course duration is not established by the Regulation (EU) 2015/340 does not contain the requirement on the 3 months service.
	4.4.1.3.2	A	EU regulation 2015/340 addresses the referenced standard in detailed manner as regards experience and training of on-the-job training instructors
	4.5.1	B	Reg. (EU) 2015/340 covers all of the ratings, however the ICAO "approach precision radar control rating" is covered by the "precision approach radar" rating endorsement that can be endorsed to the "approach control surveillance rating".
	4.5.2.2.1	C	The unit endorsement course duration is not established by the Regulation. EU regulations do not require Surveillance Radar Approach experience/training.
	4.5.2.2.2	B	Part-ATCO to Regulation (EU) 2015/340 does not require the application for a rating to be made within six months from the completion of experience. However, the same regulation requires the privileges to be exercised within a time limit that shall not exceed 90 days. The ATCO rule refers to 1 year, when the holder of a student air traffic controller licence has not started exercising the privileges of that licence from the date of its issue or has interrupted exercising those privileges for a period of more than one year. He/she then may only start or continue unit training in that rating after an assessment of his/her previous competence, as to whether he/she continues to satisfy the requirements relevant to that rating, and after satisfying any training requirements resulting from this assessment
	4.5.3.1	B	Reg. (EU) 2015/340 covers all of the ratings, however the ICAO "approach precision radar control rating" is covered by the "precision approach radar" rating endorsement that can be endorsed to the "approach control surveillance rating".
	4.5.3.3	A	Holders of an instructor endorsement shall be authorized to provide on the job training and supervision at a working position for areas covered by a valid unit endorsement
	4.5.3.4	C	Although the concept of 'invalidation of a rating' as such does not exist, by meeting these two requirements, the holder of an air traffic controller licence is not allowed to exercise the privileges of a rating after a period of absence of more than 90 days or if the revalidation of the unit endorsement fails due to the non availability of the minimum number of working hours.
	4.6.1.2	C	The National Decree determinate only the subjects. These subjects are not detailed therefore not all sub-subjects are included in the trainings.
	4.6.1.3.1	C	At least 3 month of experience gained under the supervision of a licensed flight operation officer.
	4.6.1.3.2	A	The National Decree does not mention the period when the 3 month experience must be acquired.
	4.6.1.4	C	The National Decree does not mention skills to be demonstrated. Knowledge is to be demonstrated.

Provision affected		Type of diff	Difference in full text
Chapter 5 Specifica- tions for personnel Licences	5.1.1	C	Although electronic licenses are not expressly referred to in the EU Regulatory framework, its provisions are broad enough to include also a digital or electronic license in the domain of personnel licenses, provided that the content therein complies the EU requirements on content of the licenses and the integrity of the license, and the authenticity of the document can be verified.
	5.1.2	C	No corresponding provisions on the material of the licence in Part 66.
	5.1.3	B	For maintenance staff the requirements are different but serve the same purpose, in particular when licence is issued by the MS in the national language and the bearer is working in that MS, the rule allows for such licence not to have any English translation.
	5.3.1	C	Not implemented.
	5.3.1.1	C	Not implemented.
	5.3.1.2	C	Not implemented.
	5.3.1.3	C	Not implemented.
	5.3.2	C	Not implemented.
	5.3.2.1	C	Not implemented.
	5.3.2.2	C	Not implemented.
	5.3.3	C	Not implemented.
	5.3.4	C	Not implemented.
	5.3.5	C	Not implemented.
	5.3.6	C	Not implemented.
	5.3.7	C	Not implemented.

Provision affected		Type of diff	Difference in full text
Chapter 6 Medical Provisions for Licensing	6.2.3.2	C	Not defined.
	6.2.4.2	A	For ATCO the requirements are more restrictive: applicants shall be normal trichromates.
	6.2.4.3	A	For aircrew regulations state that applicants shall pass the Ishihara test. For ATCO the requirements are more restrictive: pseudoisochromatic plate testing alone is not sufficient. Colour vision should be assessed using means to demonstrate normal trichromacy.
	6.2.4.4.1	C	Not specified.
	6.2.5.5	C	Performed only when an instrument rating is to be added to licence.
	6.3.2.9.1	C	Only required on clinical or epidemiological indication.
	6.3.2.21.1	C	Fit assessment permitted from start of pregnancy until end 26th week (restricted to multi crew operations).
	6.3.3.2.3	B	Ophthalmic reports requirement is dependent on refractive error limits rather than visual acuity limits.
	6.4.2.6.2	C	Not implemented.
	6.4.2.21.1	C	Fit assessment permitted from start of pregnancy until end 26th week.
	6.4.3.2.3	C	Not required under EU regulations.
	6.4.3.5	B	The AMC states that visual fields should be examined but does not define that the fields should be normal.
	6.4.3.6	B	The AMC states that binocular function should be examined but does not define that the binocular function should be normal.
	6.5.2.6.1	A	Annual ECGs required after age 40.
	6.5.2.21.1	C	Not implemented.
	6.5.3.2	A	Applicants with hypermetropia exceeding +5.0 dioptres, myopia exceeding 6 dioptres, an astigmatic component exceeding 3 dioptres or anisometropia exceeding 3 dioptres; shall have a corrected visual acuity of 6/6 or better in each eye.
	6.5.3.2.3	B	All initial Medical assessments include a comprehensive eye examination which is repeated periodically depending on the refractive error and the functional performance of the eye.
<b>Annex 2 - Rules of the Air</b> (Amendment 46)			
Chapter 1 Definitions	1.32	B	The terms of Air Navigation Service Provider and competent authority are used instead.
	1.33	B	The terms of Air Navigation Service Provider and competent authority are used instead.
	1.34	B	The term is not limited to land aerodrome and the loading and unloading of baggage is included in the BR. Baggage is not included in SERA.
	1.44	C	There is no definition.
	1.57	C	No definition.
	1.82	B	The European framework differentiates between manned and unmanned operators and precisely defines what is meant with these definitions.

Provision affected		Type of diff	Difference in full text
	1.89	A	The European definition differentiates between autonomous and not autonomous UAS and defines the legal entity of the operator.
	1.90	B	In the EU this is called 'command unit (CU)' and the tasks and responsibilities are more detailed in the definition.
	1.91	A	In the EU this is called 'unmanned aircraft' and the definition differentiates between autonomous and not autonomous UAS.
	1.92	A	In the EU this is called 'unmanned aircraft system (UAS)' and it covers the aircraft and the controlling equipment only.
	1.97	A	The EU has two definitions: 'unmanned aircraft observer' and 'visual observer' providing detailed task and responsibilities of the observers
	1.100	A	The EU definition provides the complete list of safety-sensitive personnel considered in the context of EU rules. The reason is to clearly identify the personnel with responsibilities for safety.
	1.103	A	The EU definition also includes 'operating site'.
	1.115	A	The tasks and responsibilities are more detailed in the definition.
Chapter 2 Applicability of the Rules of the Air	2.1.2	A	Instead of this SARP, SERA contains: For those parts of the high seas where a Member State has accepted, pursuant to an ICAO regional air navigation agreement, the responsibility of providing air traffic services, the Member State shall designate the ATS provider for providing those services. SERA is stricter on defining the responsibilities of the Member States and defining the "appropriate ATS authority".
	2.2	A	Compliance is required not just on aerodromes but on operating sites as well. SERA requires compliance with the applicable local provisions in addition to the general rules.
Chapter 3 General Rules	3.1.8	A	SERA also defines who shall be the flight leader, and in the last point it also requires State aircraft to follow the requirements of the Chicago Convention.
	3.1.9	C	Regulation 2019/947 requires the specific and certified category UAS to be operated according to SERA. A UAS is an aircraft (definition) and SERA. 3101 applies to all aircraft.
	3.2.2	A	SERA requires priority also for aircraft with impaired manoeuvrability.
	3.2.2.4	A	SERA allows sailplanes to overtake each other from the right as well.
	3.2.2.7.2	A	SERA specifies that it is the manoeuvring area of a controlled aerodrome and the control tower shall give an explicit clearance to enter or cross the runway.
	3.2.2.7.3	A	SERA refers to the previous point, so it requires explicit clearance from the control tower in addition.
	3.2.3.1	C	The period for the requirement is defined as "at night" and the definition of "night" is under Article 2(97). Point b) of 3.2.3.1 does not apply to balloons.
	3.2.3.2	C	SERA allows for point b) to act as far as practicable; in addition the definition of night is different; in point c) the operation is specified as taxiing or being towed.
	3.2.3.3	B	The period for the requirement is defined as "outside the period specified in 3231", which SERA transposes as "day" and the definition of "night" is under Article 2(97).
	3.2.3.4	B	Point 3.2.3.4 a) is transposed in SERA.3215(d)(1), instead of "operating", "taxiing or being towed".

Provision affected		Type of diff	Difference in full text
	3.2.5	C	Implementing Regulation (EU) No 923/2012, paragraph SERA.3225 differs from ICAO Standard in Annex 2, as it specifies that these provisions apply whether or not the aircraft is within an aerodrome traffic zone and in point (c) the instruction shall be given by ATC, according to the Commonly Agreed Difference A2-03 points 3.2.5(c) and 3.2.5(d) in that it specifies that subparagraphs (c) and (d) do not apply to balloons.
	3.3.1.1	A	In addition to point 3.3.1.1. SERA also defines what it means under the content of the flight plan.
	3.3.1.2	A	SERA.4001(b)(5) allows for States to prescribe other requirements for any flight across international borders, and requires in SERA.4001(b)(6) for flights planned to operate at night, if leaving the vicinity of an aerodrome.
	3.3.1.4	A	SERA allows for the competent authority to prescribe shorter period of time for domestic VFR flights.
	3.3.3.1	B	SERA.400510 also refers to operating sites. The beginning phrase of the SARP is not transposed.
	3.3.5.1	B	The beginning phrase of 3.3.5.1 is not transposed into SERA. The report of arrival is called arrival report in SERA. The means of reporting includes radiotelephony, data link and other means as prescribed by the competent authority in SERA. An exemption is provided in SERA.4020(a)(1).
	3.6.1.1	A	Air traffic control clearances shall be supplemented as follows: VFR flights entering Budapest FIR shall obtain entry clearance from appropriate ATS unit "at least 10 minutes" prior crossing the boundary.
	3.6.2.2	C	Point b) of 3.6.2.2 is not implemented. The variation in point c) of 3.6.2.2 is defined in percentage when transposed into SERA. When transposing point d) of 3.6.2.2 the ADS-C related requirements are not transposed.
	3.6.2.3	C	The title of 3.6.2.3 is transposed as "Intended changes" in SERA.8020(c). SERA.8020(c) does not contain that these provisions are applicable for current flight plans. Point a) is transposed without specifying the cruising speed and without including the reporting points. Item b) not implemented.
	3.6.5.2	C	Only the first sentence is transposed into SERA.
	3.6.5.2.1	C	Not implemented.
	3.6.5.2.2	C	Not implemented.
	3.7.1	A	SERA.11005(aa) also requires the aircraft to endeavour to set the transponder to Code 7500 and to notify the appropriate ATS unit.
	3.8.1	B	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. In addition to the commonly agreed difference, the second sentence is not transposed as such, but the Appendix 1 and Appendix 2 are transposed into SERA.
	3.9	A	(**)a)1) is replaced with the following: "at speeds of 140 kts IAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or". (**)b) is replaced with the following: "helicopters may be permitted to operate in less than 1 500 m but not less than 800 m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision."



Provision affected		Type of diff	Difference in full text
Chapter 4 Visual Flight Rules	4.2	A	Exception is only for special VFR flights in SERA. The traffic pattern is transposed as traffic circuit in SERA. Additional requirement is that the reported meteorological conditions at that aerodrome are below the given minima.
	4.4	A	SERA does not allow VFR flights above FL195 with two exceptions: airspace reservation or special authorisation by the ATS unit up to FL285.
	4.5	A	The maximum FL allowed is 285.
	4.6	A	SERA requires in addition to the ICAO obstacle clearance criteria in point (2) that the VFR flight shall be 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.
Chapter 5 Instrument Flight Rules	5.1.3.1	A	SERA does not transpose 'if a flight plan was submitted,'.
	5.2.2	C	Point b) is not transposed. SERA specifies that the authorisation shall be given by an ATS unit.
	5.3.1	C	SERA only contains one table in Appendix 3 and that is why point b) was not transposed.
	5.3.3	A	In SERA.4001(b)(2) EASA requires "any IFR flight within advisory airspace" to submit a flight plan.
<b>Annex 3 - Meteorological Service for International Air Navigation (Amendment 79)</b>			
Chapter 1 Definitions	1.1.7	C	No definition
	1.1.12	C	No definition
	1.1.31	C	The term Extended Range, whilst defined in ICAO Annex 3, is not used in the body text (except in descriptions of changes to Amendments). Similarly the term is not used in Reg. (EU) 2017/373: Annex V Part-MET
	1.1.42	C	The reference to IWXXM is not used explicitly, but as to Digital Form and GML and XML as was the case in ICAO Annex 3 prior to Amendment 78
	1.1.43	C	The term International Airways Volcano Watch is not used within Reg. (EU) No 2017/373, and the Volcanic Ash Advisory Centre function is described independently of the IAVW framework.
	1.1.52	A	The EU text defines the radius centred "on a significant point, the aerodrome reference point (ARP) or the heliport reference point (HRP)". Whereas Annex 3 defines the radius centred "on a radio aid to navigation" only.
	1.1.56	B	This term is not used in Part-MET but implemented in the operational requirements.
	1.1.57	C	The definition is not transposed
	1.1.66	C	The definition is not transposed
	1.1.67	C	The definition is not transposed
	1.1.73	C	This term is not used.
	1.1.74	C	The term is used in GM1 MET.TR.2 15(e)(1) & (2) (a) and (b) but not defined.
	1.1.75	B	The term 'State' is replaced with 'Selected'. Definition is modified to refer to a specified list of recipients, rather than stating them in the definition itself.

Provision affected		Type of diff	Difference in full text
Chapter 2 General Provisions	2.1.5	C	This paragraph is not transposed
	2.2.1	C	This paragraph is not transposed
	2.2.7	C	This paragraph is reflected in Reg. (EU) 2017/37 3 but only at the level of guidance material: GM1 MET.OR.100 GM2 MET.OR.210
	2.2.8	C	This paragraph is reflected in Reg. (EU) 2017/37 3 but only at the level of guidance material: GM1 MET.OR.100 GM2 MET.OR.210
	2.2.9	C	This paragraph is not transposed.
	2.3.1	C	This paragraph is not transposed.
	2.3.2	C	This paragraph is not transposed.
	2.3.3	C	This paragraph is not transposed.
	2.3.4	C	This paragraph is not transposed.

Provision affected		Type of diff	Difference in full text
Chapter 3 Global Systems, Supporting Centres and Meteorological Offices	3.1	C	Amendment 79, Appendix 2 not implemented
	3.2.1	C	The EU transposition does not specify how or from where the WAFC obtains information concerning radioactive release.
	3.2.2	B	ATM/ANS .OR.A.070 Reg. (EU) No 2017/373 requires contingency obligations.
	3.3.2	B	MET.OR.215 text includes specified climate information. Annex 3 does not link climate information to an aerodrome MET office (it is the MET Authority). MET.OR.215(j) puts the responsibility on the aerodrome MET office for disseminating information on radioactive release. MET.OR.215(j) does not give any information on where the METSP will obtain information on radioactive release (this is a separate non-aviation function of the State and should be referenced in the same manner as a volcano observatory). Annex 3 item (g) relates to exchange between aerodrome MET Offices, whereas MET.OR.110 is more generic exchange between MET service providers.
	3.3.4	C	Art. 9 Reg. (EC) No 550/2004 covers point a) but does not fully cover b)
	3.4.1	B	The objective remains but Art. 3 Reg. (EU) No 2017/373 contains a generic provision to cover all MET providers.
	3.4.2	B	MET.OR.242(a)(1) states that SIGMET is provided by an aerodrome MET office, however Annex 3 specifies (7.1.1) SIGMET information shall be issued by a MWO - there is no reference to an aerodrome MET office and SIGMET. MET.OR.245(f)(2) specifies the MWO only sends SIGMET to ACC/FIC. MET.OR.245(e) restricts the MWO dissemination of information on radioactive release to instances where there is no SIGMET. MET.OR.245(b) adds additional tasks for MWO to ensure consistency between VA products and NOTAM/ASHTAM
	3.4.3	C	This paragraph is not transposed
	3.4.4	C	In EU rules, the recommendation that meteorological watch offices (MWO) should coordinate SIGMET with neighbouring MWO is not included
	3.5.1	B	The means (via monitoring information from satellites) are an internal function of the VAAC. The outputs and coordination are reflected as in 3.5.1 of Chapter 3.
	3.6	C	This paragraph is not transposed
	3.7	C	item b) In EU rules, the requirement to include changes in the intensity at time of observation (of tropical cyclone) is not included.
	3.8.1	C	This paragraph is not transposed
	3.8.2	C	This paragraph is not transposed
	3.8.3	C	This paragraph is not transposed
Chapter 4 Meteorological observations and reports	4.1.1	C	Article 3 of Reg. 2017/373 is more generic. Amendment 79, App 3; Table A3-2 'Template for advisory message for METAR and SPECI: In EU rules, the use of the solidi (') as a 'missing data' indicator is not included explicitly.
	4.1.2	C	This paragraph is not transposed
	4.1.5	C	This paragraph is not transposed
	4.1.6	C	This paragraph is not transposed

Provision affected		Type of diff	Difference in full text
	4.1.7	C	Although not transposed as such, some elements of it can be found in definition (92) of Annex I.
	4.3.1	A	MET.OR.200 (a)(3) specifies half-hourly METAR by default for aerodromes serving scheduled international CAT.
	4.3.2	B	EU rules include special reports. for METAR, the references to VOLMET and D-VOLMET are removed.
	4.3.3	A	Expresses that METARs should commence 3 hours prior to the aerodrome resuming operations (Annex 3 does not express a time).
	4.4.2	B	SPECI are not normally required by EU MS since METAR are issued half-hourly (MET.OR.200(a)(3) Reg. (EU) No 2017/373) at aerodromes serving scheduled international CAT operations.
	4.4.3	B	Annex V Part-MET requires METAR to be issued half-hourly, therefore SPECI is not needed. However, at aerodromes not serving scheduled international CAT operations,, SPECI may be disseminated.
	4.5.1	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations and SPECI would not be issued (or required to be issued).
	4.5.2	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving schedule d international CAT operations and SPECI would not be issued (or required to be issued)
	4.5.3	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations, and SPECI would not be issued (or required to be issued).
	4.6.1.3	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations and SPECI would not be issued (or required to be issued).
	4.6.2.3	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations and SPECI would not be issued (or required to be issued).
	4.6.3.2	C	(b) is not included in EU rules.
	4.6.3.3	C	This paragraph is not transposed.
	4.6.4.3	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations and SPECI would not be issued (or required to be issued).
	4.6.5.3	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations and SPECI would not be issued (or required to be issued).
	4.6.6.2	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations and SPECI would not be issued (or required to be issued).
	4.7.1	B	Automatic observing systems may be used as agreed between the aeronautical meteorological stations and the users. ATM/ANS.OR.B.005 requires that the service provision meets the necessary standards (whether human or automatic), and item (f) is particularly relevant with regard to use of automatic systems.

Provision affected		Type of diff	Difference in full text
	4.7.2	C	Automatic observing systems may be used as agreed between the aeronautical meteorological stations and the users. ATM/ANS.OR.B.005 requires that the service provision meets the necessary standards (whether human or automatic), and item (f) is particularly relevant with regard to use of automatic systems.
	4.7.3	B	METAR are required to be disseminated at half-hourly intervals at aerodromes serving scheduled international CAT operations and SPECI would not be issued (or required to be issued).
Chapter 5 Aircraft observations and reports	5.1	C	Chapter 5 and Appendix 4 to ICAO Annex 3 are not transposed into EU regulation.
	5.2	C	Routine aircraft observations are not transposed yet.
	5.3.1	C	This paragraph is not transposed.
	5.3.2	C	This paragraph is not transposed.
	5.3.3	C	This paragraph is not transposed.
	5.3.4	C	This paragraph is not transposed.
	5.4	C	This paragraph is not transposed.
	5.7.1	C	This paragraph is not transposed.
	5.8	C	SERA.120 20 does not reference "routine air-reports", only "non-routine and special".
Chapter 6 Forecasts	6.1	C	In EU rules, there is no reference to the dissemination of area forecasts for low-level flight to the aeronautical fixed service Internet-based services.
	6.2.6	A	Recommendation modified to transpose the period of validity in accordance with the EUR A NP. Part-MET permits, TAF shorter than 9 hour where aerodrome operational hours are less than 9 hours, when agreed with the competent authority.
	6.5.1	B	In MET.OR.260 the frequency of issue, the form and the fixed time or period of validity of those forecasts and the criteria for amendments thereto are determined by the Competent Authority.
	6.5.2	C	GAMET is not transposed
Chapter 7 SIGMET and AIRMET information, aerodrome warnings and wind shear warnings and alerts	7.1.1	C	1) Amendment 79, App 6; 4.2 'Criteria related to phenomenon including in SIGMET and AIRMET messages and special air-reports (uplink)', new provision 4.2.6: In EU rules, the lower thresholds for severe and moderate turbulence are 0.7 and 0.4 respectively. 2) Amendment 79, App 6; Table A6-1A: In EU rules provision for: a) identifying cumulonimbus cloud (CB) in association with forecast tropical cyclone position and related footnotes, is not included; and, b) revision of footnotes relating to SIGMET for radioactive cloud is not included. 3) Amendment 79, App 6; Table A6-1B: In EU rules: a) 'heavy dust storm' (HVV D S) is not included; and, b) the insertion of 'Observed' with regard to 'Location' and 'Level' is not included. 4) Amendment 79, App 6; Example A6-4: In EU rules, the ICAO formulation of SIGMET message for radioactive cloud is not adopted.
	7.2.1	C	EU rules do not make referenc to the regional air navigation agreement. Since GAMET is not transposed into EU rules, the reference to 'Section I of the area fo recast is not relevant in EU rules.
	7.4.1	B	The EU rules do not have limitations regarding height above runway level.

Provision affected		Type of diff	Difference in full text
Chapter 8 Aeronautical Climatological Information	8.4	C	The EU reference only describes exchange with other METSPs, not all entities on the Annex 3 list.
Chapter 9 Service for operators and flight crew members	9.1.1	C	[CAT B] MET.OR.100(a) does not specify the use each stakeholder will make of the MET information. [CAT C] Amendment 79, App 1. 'Model charts and forms'; MODEL VAG and MODEL SVA: In EU rules, the updated model (example) charts depicting Mercator and Polar Stereographic projections for volcanic ash advisory in graphical format, and for SIGMET in graphical format are not included. [CAT B] Amendment 79, App 8; 2.2 'Format of information on significant weather', provision 2.2.1: The EU rules do not differentiate between pre-flight planning and in-flight replanning in this regard. [CAT C] Amendment 79, App 8; 2.2 'Format of information on significant weather', provision and 2.2.2: In EU rules, and noting the deferred applicability (4 November 2021) of the recommendation that information on significant weather supplied by the WAFCs should be in IWXXM code form is not included.
	9.1.3	C	GAMET, as stated in Item g) of the provision, is not transposed into EU rules. Item k) of the provision is not transposed into EU rules.
	9.1.4	B	The provision of digital forecasts by the WAFCs is specified in MET.OR.275 and MET.TR.275. The use of the data for the intended flight path, time, and altitude is implicit.
	9.1.5	C	This paragraph is not transposed.
	9.1.10	C	The EU rules do not contain any references to agreeing (or determining) the location or time for the supply of meteorological information. The EU rules do not specify any agreements to be made for supply of meteorological information for aerodromes without an aerodrome meteorological office.
	9.2.3	B	Whilst this ICAO text deals with a briefing, the corresponding EU reference is simply about the information published and is not specific to briefing.
	9.2.4	C	This paragraph is not transposed.
	9.2.5	C	This paragraph is not transposed.
	9.3.1	C	Item k, space weather advisory, is not listed in MET.OR.215(e)
	9.3.3	C	The amendments are today automatically fed into systems
	9.4.1	C	This standard is not transposed as such, however its content is scattered throughout the provisions of Part-MET.
	9.4.2	C	This paragraph is not transposed.
	9.4.3	B	The METSP is responsible for the QM and control in accordance with ATM.ANS.OR.B.005. However, there is no explicit mention of pre-flight information systems although this is considered to be implicit.
	9.5.1	C	The transmission to the aircraft is not a task of the METSP.
	9.5.2	B	The objective of this paragraph is covered by the referenced Part-MET provisions, therefore it is considered to be different in character.
	9.5.3	C	It is not transposed because it is not a requirement to MET providers to supply information through D-VOLMET or VOLMET broadcast in particular. The standard only requires compliance with specifications of chapter 11 but does not constitute a requirement per se.

Provision affected		Type of diff	Difference in full text
Chapter 11 Requirements for and use of communications	11.1.4	C	MET.OR.110 is considered sufficient to cover this aspect without the need to specifically refer to direct speech, nor a time within which communications are to be able to establish contact.
	11.1.5	C	MET.OR.110 is considered sufficient to cover this aspect without the need to specifically refer to direct speech, nor a time within which communications are to be able to establish contact, nor the need to refer to printed communications.
	11.1.6	C	MET.OR.110 is considered sufficient to cover this aspect without the need to specifically refer to other visual and audio forms.
	11.1.7	C	This paragraph is not transposed.
	11.1.9	C	This paragraph is not transposed. The content is reflected in Part-MET to specify that the MET information are transmitted through aeronautical fixed service systems.
	11.4	C	This paragraph is not transposed.
	11.5	C	This paragraph is not transposed.
	11.6.1	C	This standard is not transposed because it is considered that D-VOLMET provisions need to be covered by the rules on ATS providers.
	11.6.2	C	This standard is not transposed because it is considered that D-VOLMET provisions need to be covered by the rules on ATS providers.
<b>Annex 4</b> - Aeronautical Charts (11th edition)			
Chapter 1 - Definitions	1.3.1	A	AIS providers are required to exchange information with all other AIS providers.
<b>Annex 5</b> - Units of Measurement to be Used in Air and Ground Operations (5th edition)			
Chapter 1 - Definitions	1.8	C	Not defined, but used in the same meaning
	1.12	C	Not defined, but used in the same meaning
	1.16	C	Not defined, but used in the same meaning
Chapter 3 - Standard application of units of measurement	3.3.2	C	Not expressly defined, but used in the same meaning
<b>Annex 6</b> - Operation of Aircraft Part I - (Amendment 45)			

Provision affected		Type of diff	Difference in full text
Chapter 1 - Definitions	1.2.	B	Search and rescue operations are not included in Specialised Operations (SPO).
	1.4.	B	Other means of compliance.
	1.6.	B	Term not defined, but used with the same meaning
	1.18.	C	The term is not used.
	1.19.	C	The term is not used.
	1.34.	C	Reg. (EU) 965/2012 uses ETOPS, which only applies to two-engine aircraft.
	1.35.	C	Reg. (EU) 965/2012 uses ETOPS, which only applies to two-engine aircraft.
	1.40.	C	Reg. (EU) 965/2012 uses ETOPS, which only applies to two-engine aircraft.
	1.51.	B	Term not used, but suite of documents is required and their interrelation ensured through the appropriate provisions.
	1.64.	B	Reg. (EC) No 216/2008 uses the term 'complex motor-powered aircraft'. The Air Ops provisions are more detailed on the application to specific aeroplane categories/types. The reference to R. (EU) 2018/1139 indicates the article containing the transition period(s) from the old BR to the new BR.
	1.65.	A	DH less than 50 meter.
	1.87.	C	Term not used.
	1.89.	C	Term not used.
	1.96.	C	Term not used.
	1.97.	C	Term not used.
	1.107.	C	Term not used.
	1.109.	C	SPA.ETOPS.100 uses the term 'Threshold distance'. Implemented only for 2 engine-aeroplanes, but not for 3 or 4-engine aeroplanes.
Chapter 3 - General	3.1.4.	B	Other means of compliance. The EU rules require that the responsibility for operational control is solely with the commander/pilot-in-command.
	3.3.1.	C	Less protective. Only required for aeroplanes above 27000 kg.
	3.3.3.	A	The European rule requires in addition that the FDM programme is non-punitive, regardless of the date.
	3.5.1.	C	The scope of CAT.GEN.MPA.205 is restricted to some categories of large aeroplanes.
	3.5.2.	C	CAT.GEN.MPA.205 is only applicable to aeroplanes which are equipped with a capability to provide a position additional to the secondary surveillance radar transponder or which were first issued with an individual CofA on or after 16 December 2018.
	3.5.3.	C	CAT.GEN.MPA.205 only applies to aeroplanes which are equipped with a capability to provide a position additional to the secondary surveillance radar transponder or which were first issued with an individual on or after 16 December 2018.
	3.5.4.	B	Cases for an alleviation and flexibility are provided in AMC1 CAT.GEN.MPA.205, which can be used by all operators without having to provide a risk assessment.



Provision affected		Type of diff	Difference in full text
Chapter 4. - Flight operations	4.2.1.3.1.	B	The operator remains responsible that the contracted services comply with the applicable requirements and that the aviation safety hazards associated with contracted services or products are considered by the operator's management system. However, it is not specified that the operator shall develop policies and procedures for third parties.
	4.2.1.5.	B	The AOC has no expiration date. The AOC is issued for an unlimited duration, but its validity is confirmed as per compliance with ORO.GEN.135. Several other entries requiring prior approval by the CA have been added to the EU Operations Specifications.
	4.2.1.7.	B	Several other entries requiring prior approval by the Competent Authority have been added to the EU Operations Specifications. The AOC has no validity date.
	4.2.2.1.	A	The EU regulation also requires compliance with ICAO Annexes 1, 2, 8, and 18. Additionally, compliance with the mitigating measures accepted by EASA in accordance with ART.200(d); the relevant requirements of Part-TCO; and the applicable Union rules of the air.
	4.2.8.1.1.	C	The CVS does not receive operational credits. R.965/2012 currently allows only operational credits for HUDs and EVS.
	4.2.9.	B	Reg.965/2012 has not yet transposed the new approach classification.
	4.3.1.	C	Paragraph (g) is not fully implemented.
	4.3.3.1.	C	An operational flight plan is not required for operations under VFR of other-than-complex motor-powered aeroplanes taking off and landing at the same aerodrome or operating site.
	4.3.4.1.2.	C	EDTO is not yet implemented.
	4.3.4.1.3.	A	CAT.OP.MPA.185 (a) requires a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome.
	4.3.4.3.1.	A	European rules require a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome.
	4.3.4.4.	C	EU rules do not allow this flexibility.
	4.3.6.2.	C	Part-CAT does not require to account for the effect of deferred maintenance items.
	4.3.6.3.	C	EDTO is not yet transposed in R.965/2012, which still uses ETOPS.
	4.3.6.4.	A	Part-CAT requires that the calculation of the usable fuel is done for each flight, including the estimated mass of the aircraft.
	4.3.7.2.1.	C	ICAO Annex 6 mandates the pilot-in-command/ commander to request delay information from ATC. CAT.OP.MPA.280 does not mandate to request ATC delay, but it requires the pilot-in-command/ commander to take into account the traffic and the operational conditions.
	4.3.7.2.2.	C	The phraseology is addressed in a Safety Information Bulletin (SIB). SERA.11012 includes the MINIMUM FUEL declaration. CAT.OP.MPA.280 does not mandate to request ATC delay, but it requires the pilot-in-command/ commander to take into account the traffic and the operational conditions.
	4.3.7.2.3.	C	Partially implemented with the requirements in SERA.
	4.3.8.1.	A	Refuelling with passengers on board is allowed in the European regulatory system except for Avgas type fuels.

Provision affected		Type of diff	Difference in full text
	4.3.9.2.	A	The EU rule has additional and more specific requirements on the quantities of oxygen and the percentages of passengers and also specific requirements on automatically deployable masks for aeroplanes certified to fly above 25.000 ft.
	4.3.10.1.	C	EDTO is not yet transposed in Reg. 965/2012, which still uses ETOPS.
	4.6.1.	C	Flight operations officer/flight dispatcher tasks and responsibilities are not specifically described in Reg. (EU) 965/2012.
	4.6.2.	C	The flight operations officer/flight dispatcher has no such tasks described in the Air Operations rules.
	4.7.1.1.	C	European rules do not use EDTO. Instead, the ETOPS concept is used.
	4.7.2.1.	C	European rules do not use EDTO. Instead, the ETOPS concept is used.
	4.7.2.2.	C	European rules do not use EDTO. Instead, the ETOPS concept is used.
	4.7.2.3.	C	European rules do not use EDTO. Instead, the ETOPS concept is used.
	4.7.2.4.	C	European rules do not use EDTO. Instead, the ETOPS concept is used.
	4.7.2.6.	C	European rules do not use EDTO. Instead, the ETOPS concept is used.
	4.9.2.	C	European rules do not have provisions for maximum certificated take-off mass (MCTOM). However there is a limitation in the number of passenger to less than 9.
Chapter 5. - Aeroplane performance operating limitations	5.1.1.	B	In the EU system, the responsibilities of the State of the Registry are assumed by the State of the Operator.
	5.2.4.	B	In the EU system, the responsibilities of the State of the Registry are assumed by the State of the Operator.
	5.2.10.	A	The EU rule provides stricter and more detailed requirements.
	5.4.1.	A	EU Rules require the operators to ensure that the routes and cruising altitudes are selected so as to have a landing site within gliding range. Additional protection considering the geographic characteristics of the European territory.
Chapter 6. - Aeroplane instruments, equipment and flight documents	6.1.5.3.	C	Not implemented.
	6.1.5.4.	C	Not implemented.
	6.2.2.1.	C	Only for Large Aeroplanes: Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable).
	6.3.1.1.1.	C	Airborne image recorders and lightweight flight recorder are not required. For installation requirements, refer to applicable certification specifications (CS 25.1457 for CVR and CS 25.1459 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).

Provision affected		Type of diff	Difference in full text
	6.3.1.1.2.	C	For those light aeroplanes first issued with an individual CofA before 5 September 2022, only those that are multi-engine turbine powered and have a MOPSC of more than 9 are required to carry a flight recorder. In addition, turbine-engined aeroplanes with a MCTOM of less than 2 250 kg and a MOPSC of 9 or less are not required to carry a flight recorder, whatever their date of issuance of the individual CofA. The scope of CAT.IDE.A.191 covers only aeroplanes with an individual CofA first issued on or after 5/09/2022 and those aeroplanes that are not in the scope of CAT.IDE.A.190.
	6.3.1.1.3.	B	CAT.IDE.A.190 (a)(1) applies to aeroplanes with an individual CofA after 1 June 1990 and MCTOM of more than 5 700 kg. CAT.IDE.A.190 (a)(2) applies to turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM of more than 5 700 kg.
	6.3.1.1.4.	B	CAT.IDE.A.190 (a)(1) applies to aeroplanes with an individual CofA after 1 June 1990 and MCTOM of more than 5 700 kg. CAT.IDE.A.190 (a)(2) applies to turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM of more than 5 700 kg.
	6.3.1.1.5.	C	CAT.IDE.A.190 (a)(3) applies to aeroplanes with an individual CofA after 1 April 1998.
	6.3.1.1.6.	A	According to CAT.IDE.A.190 (a)(1) and (a)(2), all turbine-engined aeroplanes shall be equipped with an FDR, whatever the date of first issuance of the individual CofA.
	6.3.1.1.7.	A	AMC6 CAT.IDE.A.190 (a)(1) & (a)(2) & (a)(3) applies to aeroplanes delivered an individual CofA before 1 June 1990.
	6.3.1.1.8.	A	CAT.IDE.A.190 (a)(2) applies to all turbine-engined aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA before 1 June 1990 whatever the date of prototype certification.
	6.3.1.1.9.	A	CAT.IDE.A.190 (a)(2) applies to all turbine-engined aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA before 1 June 1990 whatever the date of prototype certification. The list of parameters are given in AMC6 to CAT.IDE.A.190 and it contains the first 5 parameters of table A8-1.
	6.3.1.1.10.	C	CAT.IDE.A.190 (a)(1) applies to all aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA on or after 1 June 1990. However, in the case where the aeroplane was first issued an individual CofA between 1 January 2005 and 1 January 2016, AMC2 CAT.IDE.A.190 is applicable and it does not specify all of the first 78 parameters listed in table A8-1.
	6.3.1.1.11.	A	CAT.IDE.A.190 (a)(1) applies to all aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA on or after 1 June 1990.
	6.3.1.1.12.	A	CAT.IDE.A.190 (a)(1) applies to all aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA on or after 1 June 1990. AMC1.2 CAT.IDE.A.190 is applicable to aeroplanes first issued with an individual CofA on or after 1 January 2023. AMC1.2 CAT.IDE.A.190 specifies the 82 parameters listed in table A8-1.
	6.3.1.2.	C	The use of magnetic tape for the FDR is not forbidden.
	6.3.1.3.	A	The minimum recording duration for the FDR is 25 hours for other aeroplanes than those referenced in 6.3.1.1.5. For aeroplanes referenced in 6.3.1.1.5, the minimum recording duration is 10 hours.
	6.3.2.1.1.	C	The scope of CAT.IDE.A.185(a)(2) is limited to multi-engine turbine powered aeroplanes with a MCTOM of less than 5 700 kg. The scope of CAT.IDE.A.191 covers aircraft with an individual CofA first issued on or after 5/09/2022; no retrofit.

Provision affected		Type of diff	Difference in full text
	6.3.2.1.2.	C	The scope of CAT.IDE.A.185(a)(2) is limited to multi-engine turbine powered aeroplanes with a MCTOM of less than 5 700 kg. The scope of CAT.IDE.A.191 covers aircraft with an individual CofA first issued on or after 5/09/2022; no retrofit.
	6.3.2.1.3.	A	CAT.IDE.A.185 pt. (a)(1) is applicable to all aeroplanes with a MCTOM of more than 5 700 kg, irrespective of the date of first issuance of the CofA.
	6.3.2.1.4.	A	CAT.IDE.A.185 (a)(1) applies to all aeroplanes with a MCTOM exceeding 5 700 kg, be they turbine-engined or not. CAT.IDE.A.185 (a)(1) applies whatever the date of certification of the prototype.
	6.3.2.1.5.	A	CAT.IDE.A.185 (a) (1) applies to all aeroplanes with a MCTOM exceeding 5 700 kg, be they turbine-engined or not. CAT.IDE.A.185 (a) (1) applies whatever the date of certification of the prototype.
	6.3.2.4.1.	C	Not implemented.
	6.3.2.4.2.	C	An alternate power source for the CVR is required for aeroplanes with an MCTOM of over 27 000 kg and first issued with an individual CofA on or after 5 September 2022, whatever the date of application for type certification.
	6.3.2.4.3.	C	An alternate power source for the CVR is required for aeroplanes with an MCTOM of over 27 000 kg and first issued with an individual CofA on or after 5 September 2022. CAT.IDE.A.185 point (i) contains the alternate power source requirement.
	6.3.3.1.1.	A	CAT.IDE.A.195 (a) requires recording data link communications for aeroplanes issued with an individual CofA on or after 08 April 2014.
	6.3.3.1.2.	C	CAT.IDE.A.195 (a) is only applicable to aeroplanes first issued with an individual CofA on or after 8 April 2014. Retrofit of data link recording equipment is not required.
	6.3.3.1.3.	C	Not implemented.
	6.3.4.1.1.	C	Not implemented.
	6.3.4.1.2.	C	Not implemented.
	6.3.4.2.	C	Not implemented.
	6.3.4.3.	C	Not implemented.
	6.3.5.4.	C	It is not required that the FDR documentation is in electronic format.
	6.3.5.5.1.	C	Not implemented.
	6.3.5.5.2.	C	Not implemented.
	6.3.6.1.	B	CAT.GEN.MPA.210 is also applicable to aeroplanes with MCTOM of over 45 500 kg and less than 19 PAX. CAT.GEN.MPA.210 is applicable to every aeroplane with a CofA first issued on or after 1 January 2021.
	6.3.6.2.	B	CAT.GEN.MPA.210 is also applicable to aeroplanes with MCTOM of over 45 500 kg and less than 19 pax. CAT.GEN.MPA.210 is applicable to every aeroplane with a CofA first issued on or after 1 January 2023.
	6.5.2.1.	C	Carriage of life jackets when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes (not operated in accordance with 5.2.9 or 5.2.10) not implemented.

Provision affected		Type of diff	Difference in full text
	6.5.3.1.	C	The requirement to carry an 8.8 kHz underwater locating device (ULD) applies to aeroplanes with an MCTOM of more than 27 000 kg and with an MOPSC of more than 19 and all aeroplanes with an MCTOM of more than 45 500 kg. The ULD might not be fitted if the aeroplane is equipped with robust and automatic means to accurately determine, following an accident where the aeroplane is severely damaged, the location of the point of end of flight.
	6.7.3.	A	Part-CAT requires it for all aircraft.
	6.10.	A	CAT.IDE.A.115 requires portable lights also during daylight flights. This exceeds ICAO SARP which requires it only for night flights.
	6.11.1.	A	Required also for non-pressurised aeroplanes.
	6.12.	B	This matter is addressed by a different legal instrument, which requires Member States to undertake appropriate measures where the effective dose to the crew is liable to be above 1 mSv/year.
	6.18.1.	C	CAT.GEN.MPA.210 is not applicable to aeroplanes with MCTOM of less than 45 500 kg and MOPSC of less than 19. In addition, CAT.GEN.MPA.210 is only applicable to aeroplanes that are issued with an individual CofA on or after 1 January 2023.
	6.18.2.	C	CAT.GEN.MPA.210 is not applicable to aeroplanes with MCTOM of less than 27 000 kg. Requiring distress tracking capability for lighter aeroplanes was considered not proportionate with regards to the cost and the expected safety benefit.
	6.18.3.	B	In the case of an ELT-based solution (in flight triggered ELT or automatic deployable flight recorder) the ELT signal is detected by COSPAS/SARSAT satellites and then it is directly transmitted to the ground and dispatched to the competent rescue coordination centre.
	6.19.2.	C	EU regulations require mandatory use of ACAS II SW version 7.1 for aeroplanes with an MCTOM of more than 5700 Kg or more than 19 passengers. For aeroplanes out of this category ACAS is not mandatory. If they voluntarily install ACAS, the equipment shall be ACAS II version 7.1.
	6.20.2.	C	Resolution of 7.62 m for the pressure altitude reporting transponder not implemented.
	6.20.3.	C	Resolution of 7.62 m for the pressure altitude reporting transponder not implemented.
	6.20.4.	C	Resolution of 7.62 m for the pressure altitude reporting transponder not implemented.
	6.22.1.	C	Not implemented.
	6.22.2.	C	Not implemented.
	6.24.1.	C	Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	6.24.2.	C	CVS does not receive operational credits.
Chapter 7. - Aeroplane communication, navigation and surveillance equipment	7.2.9.	C	European rules require to monitor the aircraft height keeping performance, but not in a specific interval.

Provision affected		Type of diff	Difference in full text
Chapter 8. - Aeroplane maintenance	8.2.1.	C	EU requirements do not address the human factors principles in Part-M subpart G and Part-CAMO for Continuing Airworthiness Management Organisations (CAMO).
	8.2.3.	C	EU requirements do not explicitly describe that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.
	8.2.4.	B	The requirement to provide the manual to the State of Registry if different from the State of the 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.
	8.3.1.	C	Part-M Subpart G, Part-CAMO and Part-CAO do not observe Human Factors (HF) principles in the design of the Maintenance Programme (MP).
	8.3.2.	C	EU requirements do not explicitly describe that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.
	8.4.2.	A	Retaining periods exceed requirements.
	8.5.2.	A	Part-M requirements apply above 2730 kg, while Part-ML applies to 2730 kg or below. This means that the mass range between 2730 and 5700 is obliged to comply with a higher standard.
	8.7.	C	The provisions of Annex 19 are not implemented.
	8.7.1.1.	C	The provisions of Annex 19 are not implemented.
	8.7.1.3.	C	The provisions of Annex 19 are not implemented.
	8.7.2.3.	B	Part-145 does not provide for a direct requirement for distribution of the Maintenance Procedures Manual (MPM) to the end users, however the paragraphs 145.A.70 (b) and AMC 145.A.70 (3)-(5) have that objective. Same for M.A.604.
	8.7.6.3.	B	The qualification in accordance with Annex 1 is not required for component certifying staff, specialized services certifying staff.
	8.8.2.	C	In the EU system, for CAT operations and complex motor-powered aircraft, Part-145 applies, but does not cover the provision that persons release maintenance. This is only covered by Part II M.A.801 and ML.A.801.
	8.8.3.	C	In the EU system, for CAT operations and complex motor-powered aircraft, Part-145 applies, but does not cover the provision that persons release maintenance. This is only covered by Part II M.A.801 and ML.A.801.
Chapter 9. - Aeroplane flight crew	9.2.	A	ORO.FC.130 (a) establishes provisions 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.
	9.4.1.1.	A	For single pilot IFR, EASA also requires 5 IFR flights and 3 IFR approaches in the single pilot role under ORO.FC.202. However, besides the 90 days, Reg. (EU) 965/2012 extends the mitigation measures. This is not required by the standard.
	9.4.2.1.	A	European rule FCL.060 requires at least 3 sectors.
	9.4.3.3.	B	European rules have implemented a categorisation of aerodromes (A, B, C and/or demanding/not demanding).
	9.4.4.1.	B	Other means of compliance. The rule allows alternative training and qualification programme (ATQP) as an alternative to the prescriptive training requirements.

Provision affected		Type of diff	Difference in full text
Chapter 10. - Flight operations of- ficer / flight dispatcher	10.3.	C	No detailed requirement for flight dispatchers training.
	10.4.	C	No detailed requirement for flight dispatchers training.
	10.5.	C	No detailed requirement for flight dispatchers training.
Chapter 11. - Manuals, logs and records	11.4.3.	C	3-month storage period required under Reg. 965/2012.
	11.6.	C	In the absence of indication from the investigating authority, the operator is not required to preserve the data for more than 60 days after the accident or serious incident.
Chapter 12. - Cabin crew	12.4.	A	The successful completion of the Initial training required by Reg. (EU) No 1178/2011 AIRCREW results in the issuance of a Cabin Crew Attestation (CCA) to the applicant. CCA is required for CAT operations. If operators other than CAT decide to carry a cabin crew member, this person shall also comply with Reg. (EU) No 1178/2011 and Reg. (EU) No 965/2012.
<b>Annex 6</b> - Operation of Aircraft Part II - (8th edition)			
Chapter 1 Definitions	1.1.2	B	Search and rescue operations are not included in Specialised Operations (SPO).
	1.1.4	B	Other means of compliance. The rules are using the old approach classification.
	1.1.6	C	Term not defined, but used with the same meaning.
	1.1.15	C	Not implemented. Term not used in Reg. (EU) 965/201.
	1.1.55	B	Different is character.
	1.1.60	C	Not implemented.
	1.1.62	C	Not implemented.
	1.1.68	C	Not implemented.
	1.1.69	C	Not implemented.
	1.1.75	C	Not implemented.
Chapter 2 General	2.1.1.5	C	Partially implemented.No specific requirement for non-commercial operations with other-than complex motor-powered aircraft (NCO).
	2.1.4	B	Different in character.Specific Approvals (SPA) shall be issued by the State of the Operator.
	2.2.2.2.1	C	Different in character. In NCC, the rule addresses to the operator, not to the PIC. For low visibility operations (LVO), it is the competent authority as established by Annex V (Part-SPA).
	2.2.2.2.1.1	C	Partially implemented. The CVS does not receive operational credits. Reg (EU) 965/2012 currently allows only operational credits for HUDs and EVS.
	2.2.3.4.3	C	Partially implemented. NCC.OP.150, NCC.OP.180: No margin defined for destination aerodrome, but margin defined in NCC.OP.151 and NCO.OP.140 for alternate aerodromes. NCO.OP.160: margin not defined.
	2.2.3.5	B	Other means of compliance.
	2.2.3.6.1	C	Partially implemented. Part NCO allows for lower criteria for VFR Ato-A flights when remaining in sight of the aerodrome/landing site.

Provision affected		Type of diff	Difference in full text
	2.2.3.7.1	A	EU rules do not allow embarking, on board or disembarking of passengers while refuelling with AVGAS or wide-cut type fuel or a mixture of these fuel types.
	2.2.4.6.1	C	Partially implemented. Fully implemented for NCC. An alleviation is available for NCO operations.
	2.2.4.7.1	B	Other means of compliance. Part-NCC and Part-NCO do not define final reserve fuel as such.
	2.2.4.7.2	C	Partially implemented with the SERA requirements. SERA includes the declaration of MINIMUM FUEL.
	2.2.4.7.3	C	Partially implemented with the requirements in SERA.
	2.2.4.8.2	C	Other means of compliance. European regulation allows acceptable deviations under the conditions of radar vectoring by ATC or when obstacle clearance can be observed.
	2.3.1.1	B	Different in character. The State of the Operator is the competent authority for NCC operators and NCO operators operating aircraft registered in a third country.
	2.4.2.2	C	Partially implemented. ELA1 aeroplanes, i.e. aeroplanes with a Maximum Take-off Mass (MTOM) of 1200 kg or less that are not classified as complex motor-powered aircraft, are exempt from the hand fire extinguisher requirement in NCO.IDE.A.160.
	2.4.2.3	C	Partially implemented. Only for Large Aeroplanes Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable).No reference for Part-NCO, as it is very unlikely that an NCO aircraft has a lavatory.
	2.4.3.2	B	Other means of compliance.
	2.4.11.2	C	Not implemented.
	2.4.11.3	C	Not implemented.
	2.4.12.3	C	Partially implemented. NCO.IDE.A.170 (a) (3): a survival ELT (ELT(S)) or a personal locator beacon (PLB), carried by a crew member or a passenger, is authorised when certified for a maximum passenger seating configuration of six or less.
	2.4.15.1	C	Partially implemented. Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	2.4.15.2	C	Partially implemented.CVS does not receive operational credits.
	2.4.16	C	Partially implemented. There is no flight recorder carriage requirement in Part-NCO.
	2.4.16.1.1.1	C	Partially implemented. There is no flight recorder carriage requirement in Part-NCO.
	2.4.16.1.1.2	C	NCC.IDE.A.165 is applicable to aeroplanes with Cof A issued on or after 1 January 2016.
	2.4.16.1.1.3	C	NCC.IDE.A.165 is applicable to aeroplanes with CofA issued on or after 1 January 2016.
	2.4.16.1.2	C	Partially implemented FDR is required for large aeroplanes for which application for TC is after 2023. FDR, ADRS, AIR or AIRS is recommended for light aeroplanes first issued with an individual CofA on or after 1 January 2016.
	2.4.16.2.1	C	Not implemented. There is no flight recorder carriage requirement in Part-NCO.



Provision affected		Type of diff	Difference in full text
	2.4.16.2.2	C	Partially implemented. It is only applicable to aeroplanes first issued with an individual CofA on or after 1 Jan 2016, and all modern models of CVR are solid-state.
	2.4.16.3.1.1	C	Not implemented in Part NCO.
	2.4.16.3.1.3	C	Not implemented in Part NCO.
	2.4.16.3.3	B	NCC.IDE.A.170 pt. (a)(3) requires recording 'information on the time and priority of data link messages'.
	2.4.16.4.5	C	Not implemented. It is not required that the FDR documentation is in electronic format.
	2.4.1.17.2.2	C	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.4.1.17.3	C	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.4.18	C	This requirement is not defined but implemented.
	2.5.1.7	C	Different in character For operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.5.1.8	C	Different in character For operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.5.1.9	C	Different in character For operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	2.5.2.3	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.4	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.5	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.6	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.7	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.8	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.9	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.2.10	C	Partially implemented. Rules require to monitor the aircraft height keeping performance, but not in a specific interval.
	2.5.3.3	B	Different in character. The State of Operator shall establish those criteria for NCC operators and for NCO operators using third-country registered aircraft.
	2.5.3.4	B	Different in character The State of Operator is the competent authority for operators using third-country registered aircraft.
	2.5.3.5	B	Different in character The State of Operator is the competent authority for operators using third-country registered aircraft.

Provision affected		Type of diff	Difference in full text
	2.6.1.1	C	Partially implemented. Risk assessment when approving a maintenance programme not based on the type certificate holder's maintenance recommendations not addressed.
	2.6.2.2	A	Retaining periods exceed requirements
	2.6.4.2	C	Partially implemented. Maintenance and release to service by a person can be performed by Part-MF, or Part-CAO or by a pilot/owner after limited pilot/owner maintenance
	2.7.2.1	B	Different in character. State of Operator instead of State of Registry for the NCC operators and NCO operators of third-country registered aircraft.
	2.8.1	B	Different in character. State of Operator instead of State of Registry for the NCC operators and NCO operators of third-country registered aircraft.
	2.9.1	C	Partially implemented. National rules apply. Reg. (EC) No 300/2008 does not contain references to pilot-in-command responsibilities related to the security of aircraft.
Chapter 3 Applicability	3.1.2	C	Less protective Definition of complex motor-powered aeroplane includes aeroplanes only with a MOPSC of more than 19.
	3.4.2.1.1	B	Different in character. The EU system has the State of Operator instead of State of Registry as the Competent Authority.
	3.4.2.1.2	B	Other means of compliance. EU rules provide for the cooperative oversight of activities of operators established or residing in another EU member state. Reg. (EC) 300/2008 establishes requirements for inspections by the Commission in cooperation with Member States.
	3.4.2.7	B	Different in character. For NCC operators, the State of Operator establishes the criteria instead of the State of Registry. For low visibility operations (LVO), it is the competent authority as established by Annex V (Part-SPA).
	3.4.2.8	C	Partially implemented. Highlevel requirements are included in the Essential Requirements, Annex V to Regulation (EU) 2018/1139..Fatigue requirements for maintenance personnel not addressed.
	3.4.3.5.2	C	Partially implemented. Fuel consumption data as required in (a) is not implemented.
	3.4.3.5.3	B	Other means of compliance. The rules do not break down the amount of fuel by phases of flight.
	3.4.3.5.4	A	Reg.(EU) 965/2012 requires a mandatory final reserve fuel (FRF) of 30 minutes (VFR by day) or 45 minutes (VFR by night and IFR).
	3.4.3.6.2	B	Other means of compliance. Part-NCC does not define final reserve fuel as such. Instead NCC.OP.130 gives the amount of minutes for the required final reserve fuel.
	3.4.3.6.3	C	Partially implemented with the SERA requirements.
	3.4.3.6.4	C	Partially implemented with the SERA requirements.
	3.4.3.6.5	C	Partially implemented with the SERA requirements.
	3.4.3.7.1	C	Not implemented. Part-NCC does not provide such a requirement.
	3.4.3.7.1	A	EU rules do not allow embarking, on board or disembarking of passengers while refuelling with AVGAS or wide-cut type fuel or a mixture of these fuel types.
	3.5.2.3	B	Different in character. For NCC operators, the State of Operator establishes the criteria instead of the State of Registry.

Provision affected		Type of diff	Difference in full text
	3.6.1.1	B	Different in character In the EU system, the State of Operator is responsible for approving the MEL.
	3.6.3.1.1.1	C	Partially implemented.Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA on or after 1 January 2016.
	3.6.3.1.1.2	C	Partially implemented.Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA on or after 1 January 2016.
	3.6.3.1.1.3	C	Partially implemented. Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA on or after 1 January 2016.
	3.6.3.2.1.1	A	NCC.IDE.A.160 (a)(2) is applicable to aeroplanes for which the type certificate is issued after 1 January 2016, while this criteria is the date of submission of the application for a type certificate.
	3.6.3.2.1.2	C	Partially implemented. NCC.IDE.A.160(a)(1) only requires a CVR for aeroplanes above 27 000 kg MCTOM which were first issued with an individual CofA on or after 1 Jan 2016.
	3.6.3.2.1.3	C	Partially implemented. NCC.IDE.A.160(a)(1) and (2) only requires a CVR for aeroplanes that were first issued with an individual CofA on or after 1 Jan 2016 (see (a)(1)) or for which a type certificate was first issued on or after 1 Jan 2016 (see (a)(2)).
	3.6.7.0.2	B	Other means of compliance.
	3.6.8.2.1	C	Partially implemented. The European regulatory system only requires it when the individual CofA was issued after 31 December 1980.
	3.6.9.1	A	European Regulatory system requires ACAS II for turbine engine aeroplanes with an MCTOM of more than 5700 kg or MOPSC of more than 19.
	3.6.9.2	C	Partially implemented. Aircraft only permitted to operate with ACAS II ver. 7.1. Provision to reduce false alerts for ACAS II ver. 7.1 with hybrid surveillance not implemented.
	3.8.1.2	C	Partially implemented.
	3.8.2.1	C	Partially implemented.
	3.8.3.1	C	Partially implemented. Part-M Subpart G, Part-CAMO and Part-CAO do not observe Human Factors principles in the design of the Maintenance Programme.
	3.8.3.2	C	Partially implemented.EU requirements do not explicitly describe that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.
	3.8.3.2	A	For the transmission of the information as per Annex 8 there is no alleviation related to MTOW – required from all aeroplanes' owners.
	3.8.5.2	C	Partially implemented. Pilot-owner authorisation does not comply with the requirement that a person shall be appropriately licensed in accordance with Annex 1.
	3.9.4.2	B	Other means of compliance.Reg (EU) 965/2012 does not include this requirement for pilots flying on non-commercial flights (NCC, NCO).
	3.9.4.3	B	Other means of compliance.Reg (EU) 965/2012 does not include this requirement for pilots flying on non-commercial flights (NCC, NCO).
	3.10.0.1	C	Not implemented. The human factor element of training is not specifically mentioned in ORO.GEN.110.

Provision affected		Type of diff	Difference in full text
<b>Annex 6</b> - Operation of Aircraft Part III - (Amendment 23)			
Section I - General Chapter 1 - Definitions	1.1	B	The term 'specialised operations' is used instead of aerial work.
	1.14	C	Not implemented. Term currently not used in Reg. (EU) 965/2012.
	1.35	C	The term is used but not defined.
	1.47	C	The term is used but not defined.
	1.54	B	The EU rules are using the old approach classification. New approach classification not yet transposed.
	1.63	C	Till No DH: RVR less than 75 m.
	1.91	C	Not implemented.
	1.93	C	Not implemented.
	1.99	C	Not implemented.
	1.100	C	Not implemented.
	1.111	C	Not implemented.
Section II - International Commercial Air Transport Chapter 1 - General	1.1.4	B	The EU rules require that the responsibility for operational control is solely with the commander/pilot-in-command.
	1.3.1	C	Transposed only for CAT Helicopter Offshore Operations.
	1.3.2	A	The European rule requires in addition that the FDM programme is non-punitive, regardless of the date.

Provision affected		Type of diff	Difference in full text
Section II - International Commercial Air Transport Chapter 2 - Flight Operations	2.2.1.5	B	No expiration date. The AOC is issued for an unlimited duration, but its validity is confirmed as per compliance with ORO.GEN.135. Several other entries requiring prior approval by the competent authority have been added to the EU operations specifications.
	2.2.1.7	B	No expiration date. The AOC is issued for an unlimited duration, but its validity is confirmed as per compliance with ORO.GEN.135. Several other entries requiring prior approval by the competent authority have been added to the EU operations specifications.
	2.2.2.1	B	Additionally, the EU rule also requires compliance with ICAO Annexes 1, 2, 8, and 18. Additionally, compliance with the mitigating measures accepted by EASA in accordance with ART.200 (d); the relevant requirements of Part-TCO; and the applicable Union rules of the air.
	2.2.8.1.1	C	The CVS does not receive operational credits.R.(EU) 965/2012 currently only allows operational credits for HUDs and EVS.
	2.3.1	C	Paragraph (g) is not fully implemented. An operational flight plan is not required for operations under VFR of other than complex motor-powered aircraft taking off and landing at the same aerodrome or operating site.
	2.3.3.1	C	An operational flight plan is not required for operations under VFR of other-than-complex motor-powered aeroplane taking off and landing at the same aerodrome or operating site.
	2.3.4.1.2	A	The EU rule requires a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome.
	2.3.4.2.1	B	The EU rules do not require an alternate when destination is a coastal aerodrome and the helicopter is routing from offshore. However, the European rule requires a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome.
	2.3.4.2.2	A	The EU rule requires a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome and higher operating minima (one category above).
	2.3.4.4	C	Not implemented.
	2.3.7.1	C	On point (b): oxygen replenishment is allowed as per the Air Ops rules and as a mitigation measure, aviation stakeholders are trained on the use of oxygen.
	2.3.7.4	C	Point (f) is not implemented.
	2.3.7.6	C	Not implemented.
	2.4.9.3	C	Partially implemented with the requirement in SERA.
	2.4.9.4	C	Partially implemented with the requirement in SERA.
	2.6.1	C	Flight operations officer/flight dispatcher tasks and responsibilities are not specifically described in Reg. (EU) 965/2012.

Provision affected		Type of diff	Difference in full text
Section II - International Commercial Air Transport Chapter 3 - Helicopter Performance Operating Limitations	3.1.4	C	Not implemented.
	3.4.1	C	Not implemented.
	3.4.2	C	Not implemented.
	3.4.3	C	Not implemented.
	3.4.4	C	Not implemented.
Section II - International Commercial Air Transport Chapter 4 - Helicopter Instruments, equipment and flight documents	4.2.2	C	Point (e) not implemented.
	4.2.2.1	C	Only for Large Helicopters: Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable).
	4.3.1.1.2	A	The passenger capacity threshold in CAT.IDE.H.190 (a)(1) is 9 not 19.
	4.3.1.1.3	C	Required for helicopters first issued with an individual CofA on or after 1 August 1999.
	4.3.1.1.4	C	The scope of CAT.IDE.H.191 covers those helicopters with an individual CofA first issued on or after 5/09/2022.
	4.3.1.1.5	C	The scope of CAT.IDE.H.191 covers only those helicopters having a MTOM of 2250 kg or more and have an individual CofA first issued on or after 5/09/2022.
	4.3.1.2	C	The use of magnetic tape for the FDR is not forbidden. The EU rule requires that the FDR 'uses a digital method of recording and storing data', thus implicitly excluding engraving metal foil and photographic film.
	4.3.1.3	C	Only in the case of helicopters first issued with an individual CofA on or after 1 Jan 2016 (corresponding to type IVA) is the FDR required to record data for at least the preceding 10 hours.
	4.3.2.3	C	Fully implemented for helicopters with initial CofA after 1 Jan 2016. Other helicopters are required to be equipped with a CVR capable of retaining the information of a duration of only: 1 hour or 0.5 hours.
	4.3.3.1.1	A	The data link recording capability is required for all helicopters first issued with an individual CofA on or after 8 Apr 2014.
	4.3.3.1.2	C	Not implemented.
	4.3.3.1.	C	Not implemented.
	4.3.4.	C	It is not required that the FDR documentation is in electronic format.
	4.4.4	C	Implemented only for Helicopter Offshore Operations.
	4.5.2.3	C	Life rafts: if distance from land is more than 3 minutes.
	4.5.2.6	A	The AMC is applicable to all helicopters regardless of the date of issuance of the CofA.
	4.5.2.7	A	he AMC ensures that all life rafts of more than 40 kg should have remote control deployment.
	4.5.2.8	A	The AMC is applicable to all helicopters regardless of the date of issuance of the CofA.
	4.5.3.2	C	Considerations on sun not included.
	4.10.1	C	Only for helicopters with pax seating capability of more than 9.

Provision affected		Type of diff	Difference in full text
	4.15.1	C	Only required offshore in hostile seas. Not required onshore.
	4.16.1	C	Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	4.16.2	C	Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
Section II - International Commercial Air Transport Chapter 6 - Helicopter maintenance	6.2.1	C	EU requirements do not address the human factors principles in Part-M subpart G and Part-CAMO.
	6.2.3	C	EU requirements do not explicitly describe that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.
	6.2.4	C	The requirement to provide the manual to the State of Registry if different from the State of Operator (SoO). It is currently required to be approved by the SoO. Within the EU MS, this requirement is compensated by the mutual recognition.
	6.3.1	C	Part-M Subpart G, Part-CAMO and Part-CAO do not observe Human Factors principles in the design of the Maintenance Programme.
	6.3.2	C	EU requirements do not explicitly describe that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.
	6.4.2	A	Retaining periods exceed requirements.
	6.7.2	C	Pilot-owner authorisation does not comply with the requirement that a person shall be appropriately licensed i.a.w. Annex 1
	6.8.2	A	Retaining periods exceed requirements.
Section II - International Commercial Air Transport Chapter 7 - Helicopter Flight Crew	7.1.2	B	The State of Operator is the competent authority for NCC operators and NCO operators operating an aircraft registered in a third country.
	7.2	A	7.2 establishes provisions for each type of helicopter, ORO.FC.130(a) requires it for each type and variant. ORO.GEN.110(h) requires the use of a checklist, ICAO Annex 6 SARP 7.2 does not require it.
	7.4.1.1	A	For single pilot IFR, EU rules also require 5 IFR flights and 3 IFR approaches in the single pilot role under ORO.FC.202. Besides the 90 days, Reg. (EU) 965/2012 extends the mitigation measures. This is not required in the standard.
	7.4.2.3	A	This standard is met by line flying under supervision or initial line check or aerodrome competency. The Air OPS regulation requires all three.
Section II - International Commercial Air Transport Chapter 8 - Flight Operations Officer/Flight Dispatcher	8.3	C	No detailed requirement for flight dispatchers training.
	8.4	C	No detailed requirement for flight dispatchers training.
	8.5	C	No detailed requirement for flight dispatchers training.

Provision affected		Type of diff	Difference in full text
Section II - International Commercial Air Transport Chapter 9 - Manuals, Logs and Records	9.4.3	C	3-month storage period required under Reg. 965/2012.
	9.6	C	In the absence of indication from the investigating authority, the operator is not required to preserve the data for more than 60 days after the accident or serious incident.
Section II - International Commercial Air Transport Chapter 10 - Cabin Crew	10.3	A	The successful completion of the Initial training required by Reg. (EU) No 1178/2011 AIRCREW results in the issuance of a Cabin Crew Attestation (CCA) to the applicant. CCA is required for CAT operations. If operators other than CAT decide to carry a cabin crew member, this person shall also comply with Reg. (EU) No 1178/2011 and Reg. (EU) No 965/2012.
Section III - International General Aviation Chapter 1 - General	1.1.1	B	The State of the Operator is the competent authority for NCC operators and for NCO operators operating an aircraft registered in a Third Country.
	1.1.3	B	The State of Operator is the competent authority for NCC operators and for NCO operators operating an aircraft registered in a third country.
	1.1.5	C	Fully implemented for NCC but not implemented for NCO.
	1.4	C	Different in character. Approval to be granted by the State in which the operator is established or residing.



Provision affected		Type of diff	Difference in full text
Section III - International General Aviation Chapter 2 - Flight Operations	2.2.1	B	In NCC, the rule addresses to the operator, not to the PIC. For low visibility operations (LVO), it is the competent authority as established by Annex V (Part-SPA): State of the Operator if the aircraft is registered in an EU Member State; or State of Registry if the aircraft is registered in a third country and the State of Registry has already issued the LVO specific approval.
	2.2.1.1	C	The CVS does not receive operational credits. R.(EU) 965/2012 currently only allows operational credits for HUDs and EVS.
	2.6.1.2	C	Weather conditions, at the heliport of intended landing OR at least one alternate heliport will, at the estimated time of arrival, be at or above the heliport operating minima.
	2.7.1	A	For isolated heliports the minimum weather conditions defined in 2.6.2.2 have to prevail AND all the other conditions must be met.
	2.7.2	C	Fully implemented for NCC. Not implemented for NCO.
	2.7.3	C	Fully implemented for NCC. Not implemented for NCO.
	2.9.1	B	Part-NCC and Part-NCO do not define final reserve fuel as such. Instead NCC.OP.130 and NCO.OP.125 indicate the amount of minutes for the required final reserve fuel.
	2.9.2	C	Partially implemented with the requirement in SERA.SERA includes the declaration of MINIMUM FUEL.
	2.9.3	C	Partially implemented with the requirement in SERA.
	2.10.1	C	NCO alleviation. See NCO.OP.190. The EU rules contain an alleviation to the availability and use of oxygen on board under NCO.OP.190 and AMC1 NCO.OP.190(a).The pilot-in-command can decide to fly at any altitude without using oxygen, and without oxygen being available. AMC1 NCO.OP.190(a) additionally states: "(...) the PIC should: (...) (b)(2) if detecting early symptoms of hypoxia conditions: (i) consider to return to a safe altitude, and (ii) ensure that supplemental oxygen is used, if available."
	2.11	C	An alleviation is available for NCO operations. The EU rules contain an alleviation to the availability and use of oxygen on board under NCO.OP.190 and AMC1 NCO.OP.190(a). The PIC can decide to fly at any altitude without using oxygen, and without oxygen being available. AMC1 NCO.OP.190(a) additionally states: "(...) the PIC should: (...) (b)(2) if detecting early symptoms of hypoxia conditions: (i) consider to return to a safe altitude, and (ii) ensure that supplemental oxygen is used, if available."
	2.20	C	Not implemented for flights at a distance from land corresponding to 10 minutes of flight or less (NCC), 50Nm (NCO).
Section III - International General Aviation Chapter 3 - Helicopter Performance Operating Limitations	3.3	C	Partially implemented through safety management for NCC. Not implemented for NCO.

Provision affected		Type of diff	Difference in full text
Section III - International General Aviation Chapter 4 - Helicopter Instruments, equipment and flight documents	4.1.3.1	B	The State of Operator is the competent authority for NCC operators and for NCO operators operating aircraft registered in a third country.
	4.1.3.2	C	Only for Large Helicopters: Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable)
	4.1.3.3	C	Implemented only on flights where survival equipment is required for NCC operators.
	4.2.1	A	The following additional instruments are also prescribed: A means of measuring slip. For NCC operations over water, all instruments required for Night VFR are also required.
	4.2.2	A	The following additional instruments are also prescribed for NCC operations: a means of preventing malfunction of the airspeed indicator and a means of indicating when the supply of power to gyroscopic instruments is not adequate.
	4.2.3	A	The following additional instruments are also prescribed: an alternate source of static pressure. Whenever 2 pilots are required, an additional separate means of indicating pressure altitude, IAS, VS, slip, and stabilised heading.
	4.3.2.1	A	Additional provisions for crew survival suits, life saving equipment and survival equipment. Additional requirements for NCC offshore over hostile waters.
	4.3.2.4	C	Not implemented for NCO operators. Implemented for all NCC operators regardless of the date of issue of the CofA. 50% should be deployable from the flight crew's normal position, if necessary by remote control.
	4.3.2.5	C	Implemented for NCC operators – either remote control or mass of less than 40 kg. Not implemented for NCO operators.
	4.3.2.6	C	Implemented for NCC operators – either remote control or mass of less than 40 kg. Not implemented for NCO operators.
	4.5.1	C	NCO: alleviation under NCO.OP.190.
	4.7.1.1.2	C	Not implemented.
	4.7.1.1.3	C	Not implemented.
	4.7.2.1.1	C	Implemented only to helicopters for which the individual CofA was first issued on or after 1 Jan. 2016.
	4.7.2.1.2	C	Not implemented.
	4.7.3.1.1	C	Not implemented.
	4.7.3.1.2	C	Implemented only for helicopters MTOM of more than 3175 kg.
	4.7.4.4	C	It is not required that the FDR documentation is in electronic format.
	4.11.1	C	Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	4.11.2	C	Reg. (EU) 965/2012 does not contain rules for SVS and CVS.
	4.12	C	NCC.GEN.130 and NCO.GEN.125 only address the potential effect on the performance of the aircraft system and not on the ability to operate the helicopter.
	4.12.2.2	B	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.

Provision affected		Type of diff	Difference in full text
Section III - International General Aviation Chapter 5 - Helicopter Communication, Navigation and Surveillance Equipment	5.1.7	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	5.1.8	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority.
	5.1.9	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority.
	5.2.3	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	5.2.4	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority.
	5.2.5	B	Different in character. For NCC operators using aircraft registered in an EU Member State, the State of Operator shall issue the specific approval.
	5.3.3	B	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	5.3.4	B	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
	5.3.5	B	For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.
Section III - International General Aviation Chapter 6 - Helicopter Continuing Airworthiness	6.1.3	C	Point d) identity of the person has not been explicitly specified in the Part-145 requirements for the aircraft Certificate of Release to Service, in addition to the requirement for the identity of the organisation. For components the name of the Certifying Staff is foreseen in Form 1 block.
	6.2.2	A	Retaining periods exceed requirement.
	6.5.2	C	Maintenance and release to service by a person can be performed by Part-MF, or Part-CAO or by a pilot/owner after limited pilot/owner maintenance.
Section III - International General Aviation Chapter 7 - Helicopter Flight Crew	7.1	B	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority issuing or validating the licences.
<b>Annex 7 - Aircraft Nationality and Registration Marks (Amendment 6)</b>			
Chapter 1	1.5	C	Less protective, not defined
	1.6	C	Less protective, not defined
	1.12	C	Less protective, no definition
<b>Annex 8 - Airworthiness of Aircraft (Amendment 109)</b>			

Provision affected		Type of diff	Difference in full text
Part I. Definitions	1.0.4	B	The term is not defined. However, reference is made to 'anticipated operating conditions' and 'anticipated flight conditions for the operational life of the aircraft' in the Annexes which are then further elaborated in the CS and AMC.
	1.0.9	C	The term is not defined.
	1.0.28	B	The EU definition excludes pre flight inspections, having a separate definition.
	1.0.35	B	Term is used for operations and not airworthiness. For type certification, performance is related to Category A.
	1.0.36	B	Term is used for operations and not airworthiness. For type certification, performance is related to Category A.
	1.0.37	B	Term is used for operations and not airworthiness. For type certification, performance is related to Category B
	1.0.47	A	Reliance is placed on the ICAO definition
	1.0.48	C	Not defined
Part II. Procedures for Certification and Continuing Airworthiness	1.1	A	Chapter 1 b): Cut off and end dates are prescribed for the phasing out of halon.
	1.2.6	A	Cut off dates and end dates are prescribed by Regulation No 1005/2009 for the phasing out of Halons. For cargo compartment, Regulation No 1005/2009 provides a cut off date of end 2018 against 28 November 2024 (chapter 1.1 of this Annex).
	1.2.7	A	Cut off dates and end dates are prescribed by Regulation No 1005/2009 for the phasing out of Halons. For cargo compartment, Regulation No 1005/2009 provides a cut off date of end 2018 against 28 November 2024 (chapter 1.1 of this Annex).
	1.5.4	C	Not implemented. Process is not established.
	1.6.2	C	Process is not established.
Part II. Chapter 3 Certificate of Airworthiness	3.6.1	B	Assessment also allowed by DOA under procedure agreed with the Agency.
	3.6.3	B	EASA Permit to Fly (including flight conditions) may be issued by an approved DOA.
Part II. Chapter 4 Continuing Airworthiness	4.2.1.5	C	Process is not established.
	4.2.1.6	C	Process is not established.
	4.2.4.3	C	Process is not regulated.
	4.2.4.4	C	Process is not regulated.

Provision affected		Type of diff	Difference in full text
Part II. Chapter 6 Maintenance Organization Approval	6.2.2	C	SMS not implemented for maintenance organisations
	6.2.4	C	SMS not implemented for maintenance organisations.
	6.2.5	A	EU Regulation also considers small changes controlled by the organisation through procedures approved by the competent authority.
	6.3.3	B	Part 145 does not provide for a direct requirement for distribution of the manual to the end users, however the paragraphs 145.A.70 (b) and AMC 145.A.70 (3) (5) have that objective. Same for M.A.604.
	6.4.1	A	Maintenance organisations are additionally required to control specialized services and to ensure procedures to minimize the risk of multiple errors and capture errors on multiple systems.
	6.4.2	C	No Difference in Part 145 but Subpart F covers organisational reviews, which is only a light version of a quality assurance system. CAO have independent quality assurance system except if it is considered small CAO, then an organisational review is enough.
	6.5.2	A	EU Regulation adds that the maintenance data has to be current and tools and equipment controlled and calibrated.
	6.6.1	A	EU Regulation adds details of his/her responsibilities
	6.6.3	B	The regulation has different levels of detail in regards to the different maintenance organisations. Part 145 is very detailed, Subpart F and CAO is less detailed, but the process covers the different aspects of the standard.
	6.6.4	B	The qualification in accordance with Annex 1 is not required for component certifying staff, specialized services certifying staff. In accordance with Art 5(6)(ii) of Reg. 1321/2014 the national requirements of the Member State for the component certifying staff apply.
	6.6.5	C	Human performance not covered in Subpart F nor CAO
	6.7.1	A	Part 145 requires to keep also subcontractor's release documents.
	6.7.2	A	EU Regulation requires 3 years.
	6.8.2	A	EU Regulation includes the limitations to airworthiness or operations, if any. For components a specific form is required (EASA Form 1).
Part III. A Chapter 2 Flight	2.2.3	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current.
Part III. A Chapter 3 Structure	3.4	C	CS 25 and CS 23 do not contain specifications for water loads.
Part III. A Chapter 4 Design and Construction	4.1	C	The added sentence "They shall also observe human factors principles" is not fully complied with.
	4.1.6	C	Less protective for paragraphs (b), (g), (h) and (i). Protection against explosive and incendiary devices was not requested in the applicable airworthiness codes (JAR 25, CS 25) effective within the time span of the applicability of this provision of Part IIIA (from 12 March 2000 until 2 March 2004).

Provision affected		Type of diff	Difference in full text
Part III A Chapter 8 Instrument and equipment	8.1	C	The sentence 'shall observe Human Factors principles' is not fully complied with.
Part III. A Chapter 9 Operating limitations and information	9.3.5	C	Implemented in CS 25 Amdt 9 in 2003. TC after 2003 are compliant with this provision.
Part III. A Chapter 11 Security	11.1.1	C	Not covered (except for pilots compartment doors) by the applicable airworthiness codes (JAR 25, CS 25) effective within the time span of applicability of this provision of Part IIIA (from 12 March 2000 until 2 March 2004).
	11.2	C	Implemented in 2010 instead of 2000.
	11.4	C	Implemented in 2010 instead of 2000.
Part III. B Chapter 2 Flight	2.2.7.1	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. Also accountability for worn brakes is covered by CS 25 but not by CS 23.
	2.2.7.2	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. For CS 25 aeroplanes, supplementary take off and landing performance information for operation on runways contaminated with standing water, slush, snow or ice may be provided, but this is not mandatory (see CS and AMC 25.1591).
	2.2.7.3	C	Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. For CS 25 aeroplanes, supplementary take off and landing performance information for operation on runways contaminated with standing water, slush, snow or ice may be provided, but this is not mandatory (see CS and AMC 25.1591).
Part III. B Chapter 3 Structure	3.1.1	C	Current CS 25/23 does not mandate the provision of structural repair manuals.
	3.1.2	C	Hazardous not specifically addressed in relation to fatigue.
	3.7	C	Only bird impact on windshield is required for CS 23 Commuter. Certification with ditching provisions is not required per CS 23 and CS 25. Some ditching design provisions are provided in CS 25 (25.801), which include investigating the probable behaviour of the aeroplane in a water landing. However these provisions are applicable only under request if the applicant seeks certification for ditching. CS 23 does not include equivalent ditching provisions.
Part III. B Chapter 4 Design and Construction	4.1.1	C	The sentence 'consider Human Factors principles' is not fully complied with.
	4.2	C	Less protective for paragraphs (b), (g), (h) and (i). Protection against explosive and incendiary devices was not requested in the CS 25 amendments up to and including amendment 8.

Provision affected		Type of diff	Difference in full text
Part IV. A Chapter 2 Flight	2.2.2.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.2.2	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.2	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.3	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.1.4	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
	2.2.3.2	C	(b) Not covered by CS 27 and 29
	2.2.3.3.1	C	CS 27 and CS 29 address Category A and Category B Helicopters and not class 1, 2 and 3.
Part IV. A Chapter 4 Design and Construction	4.1.6	C	De-pressurization not covered
	4.1.8	B	No explicit design requirement. Reliance is placed on the Instructions for continued airworthiness
Part IV. B Chapter 3 Structure	3.1.2	C	Current CS 27/29 does not mandate the provision of structural repair manuals.
Part IV. B Chapter 4 Design and Construction	4.6.3	C	No requirement to show suitability for the intended operation.
	4.7	C	Not implemented.
Part IV. B Chapter 9 Operating Environment and Human Factors	9.1	C	There are no formal HF requirements addressing design for maintainability.
Part V. A Small Aeroplanes Chapter 3 Structure	3.1	C	Current CS 25/23 does not mandate the provision of structural repair manuals. Hazardous not specifically addressed in relation to fatigue.
Part V. A Chapter 6 Systems and Equipment	6.1.5	C	Not specifically addressed in CS 25 and CS 23. However, EASA Certification Memo (CM SWCEH 001) is guidance for the development assurance of CEH and SW and applied in certification project in Special Conditions. This provides guidance to comply with 6.1.2(a) and 6.1.2(b).

Provision affected		Type of diff	Difference in full text
Part V. B Chapter 6 Systems and Equipment	6.1.5	C	Not specifically addressed in CS 25 and CS 23. However, EASA Certification Memo (CM SWCEH 001) is guidance for the development assurance of CEH and SW and applied in certification project in Special Conditions. This provides guidance to comply with 6.1.2(a) and 6.1.2(b).
<b>Annex 9</b> - Facilitation (13th edition)			
Chapter 1 Definitions	1.0.18	B	Different wording.
	1.0.34	A	More detailed description of GA activities compared to ICAO provisions definition.
	1.0.35	B	More detailed in its description, containing and related to all airport ground equipment and facilities. Includes also description of non-discrimination and transparency requirements.
	1.0.43	B	In the Government Order this definition is partially covered only, it is more related to conditions of establishment and licensing of an international airport
Chapter 3 Entry and Departure of persons and baggage	3.64	C	No requirement for the card to be machine readable.
	3.69	C	No layout requirements.
Chapter 4 Entry and Departure of Cargo and other articles	4.17.1	C	Single Window is not required.
	4.17.2	C	Not implemented.
Chapter 6 International Airports-Facilities and Services for traffic	6.1.3	C	Quarantine services are not included.
	6.3	C	Information is required just for schedule.
	6.34	C	Quarantine is not explicitly included.
	6.36	C	Quarantine is not explicitly included.
Chapter 8 Facilitation provisions covering specific subject	8.35	C	It is recommended to aircraft operators to consider these requirements when deciding on new aircraft.
	8.37	C	The service is limited to assistance dogs.
	8.40	A	The status / required help of the affected PAX is based on self-declaration. Assistance is always provided free of charge.



Provision affected		Type of diff	Difference in full text
Chapter 9 Passenger data exchange system	9.1.1	C	There is no API data concerning crew.
	9.35	A	Under the current European Union legal framework, Member States have to comply with requirements that are in some respects more exacting than those set concerning the transfer of PNR data originated in the Union to Contracting States that are not Member States of the European Union. In this context, the current language of the Standard 9.35 is, from the perspective of the European Union and its Member States, not sufficiently clear in legal terms in expressing that the Union Member States are not precluded from imposing those requirements notwithstanding Standard 9.35. For this reason, Hungary considers that the present difference should be notified in order to allow it to apply legal requirements to PNR data transfers to Contracting States that are not Members of the European Union, which are in some respect more exacting, without undermining the SARPs. In the absence of the possibility of ensuring compliance with such requirements, therefore, transfers by air carriers cannot take place in accordance with Union law.
Annex 10 - Aeronautical Telecommunications Volume I - (6th edition)			NIL
Annex 10 - Aeronautical Telecommunications Volume II - (6th edition)			
Chapter 1 - Definitions	1.8.0.2	B	Term not defined, but used with the same meaning.
	1.8.0.3	C	The term is not used.
	1.8.0.5	C	The definition refers to the CPDLC message set only.
	1.8.0.6	C	The term is not used.
	1.8.0.8	C	The term is not used.
Chapter 2 - Administrative provisions relating to the international aeronautical telecommunication service	2.4.2	C	Not transposed.
Chapter 3 - General procedures for the international aeronautical telecommunication service	3.3.1.3	C	Not transposed.
	3.5.1.1.1	C	Not transposed.
	3.5.1.1.2	C	Not transposed.

Provision affected		Type of diff	Difference in full text
Chapter 4 - Aeronautical fixed service (AFS)	4.1.2.3.1	C	Not transposed.
	4.3	C	The compatibility of ATS message handling services (AMHS) procedures is not transposed.
	4.4.1.1.9.5	C	Not transposed.
	4.4.1.2.2	C	Not transposed.
	4.4.1.3.2.1	C	Not transposed.
	4.4.1.4.1.2	C	Not transposed.
	4.4.1.4.1.2.1	C	Not transposed.
	4.4.1.5.2	C	Not transposed.
	4.4.1.6.3	C	Not transposed.
	4.4.1.8.1	C	Not transposed.
	4.4.2.1.1.2.1	C	Not transposed.
	4.4.2.1.4	C	Not transposed.
	4.4.4.4.1	C	Not transposed.
	4.4.4.4.1.1	C	Not transposed.
	4.4.7.1	C	Not transposed.
	4.4.9.3.1	C	Not transposed.
	4.4.9.3.4.1	C	Not transposed.
	4.4.10.1.1.2	C	Not transposed.
	4.4.10.1.3.1	C	Not transposed.
	4.4.11.11	C	Not transposed.
	4.4.15.1.1.3	C	Not transposed.
	4.4.15.2.2.6.1	C	Not transposed.
	4.4.15.2.2.6.1.1	C	Not transposed.
	4.4.15.3.12.1.1	C	Not transposed.
	4.4.15.3.12.1.2	C	Not transposed.
	4.4.15.3.12.1.4	C	Not transposed.
	4.4.15.4.1	C	Not transposed.
	4.4.15.5.1	C	Not transposed.
	4.4.17.3	C	Not transposed.

Provision affected		Type of diff	Difference in full text
Chapter 5 - Aeronautical mobile service-voice communications	5.1.1.1	B	Standardised phraseology in the Appendix 1 to AMC1 SERA.14001 shall be used.
	5.1.1.3	C	Not transposed.
	5.1.5	C	Not transposed.
	5.1.8.7	C	Not transposed.
	5.1.9.2.0.1	C	Not transposed.
	5.2.1.2.2	A	There are additional requirements on aerodromes serving more than 50000 international IFR movements per year.
	5.2.1.4.1.1	B	SERA.14035(a) explicitly lists aircraft call sign, headings, runway, wind direction and speed to be transmitted by pronouncing each digit separately and in case of any other numbers there is the possibility to pronounce the full hundreds and thousands.
	5.2.1.4.1.5	B	The SERA regulation allows the use of whole hundred and thousands for any other number than the aircraft call sign, headings, runway, wind direction and speed.
	5.2.1.5.4	C	Not transposed.
	5.2.1.7.3.2.3	C	SERA contains an additional sentence on the possibility of omitting the call sign of the ATS unit for transfers of communications within one ATS unit, when authorised by the competent authority.
	5.2.1.8.1	B	In relation with item b) of the SARP, SERA lists the identification of the station calling instead of the aircraft identification as listed at ICAO.
	5.2.1.8.2	B	SERA is using different expressions to list the items of the reply expressing the roles in the exchange.
	5.2.1.9.1.1	C	Not transposed.
	5.2.1.9.2.3	C	The case about transmitting to another aeronautical station is not transposed into SERA.
	5.2.1.9.3	B	The EU Regulation allows that the end of conversation could be terminated by the receiving ATS unit or the aircraft.
	5.2.1.9.4.3	C	Not transposed.
	5.2.2.1.3	B	SERA allows that only one aeronautical station shall maintain a continuous listening watch, if two or more such stations are co-located.
	5.2.2.1.5	C	Not transposed.
	5.2.2.3.2	C	Not transposed.
	5.2.2.3.3	C	Not transposed.
	5.2.2.7.1.1	C	The referenced SERA provision does not require the monitoring of the appropriate VHF channel when an aircraft is operating within a network.
	5.2.2.7.2.3	C	Not transposed.
	5.2.3.1.4	C	Not transposed.
	5.2.3.1.4.1	C	Not transposed.

Provision affected		Type of diff	Difference in full text
Chapter 6 - Aeronautical radio navigation service	6.1.2.1	C	Not transposed.
	6.2.1	C	Not transposed.
	6.2.2	C	Not transposed.
	6.2.2.1	C	Not transposed.
Chapter 8 - Aeronautical mobile service — data link communications	8.1.1.1.1	C	Not transposed.
	8.1.1.1.2	C	Not transposed.
	8.1.1.2	C	Not transposed.
	8.1.1.3	C	Not transposed.
	8.1.1.4.1	C	Not transposed.
	8.1.1.4.2	C	Not transposed.
	8.1.1.4.3	C	Not transposed.
	8.2.1.1	C	Not transposed.
	8.2.6	B	Different wording.
	8.2.9.1	C	“Standard message elements” is used instead of the “defined message set”.
	8.2.9.1.1	C	“Standard message” is used instead of “standard message elements”.
	8.2.9.3	A	For CPDLC messages, an urgency criteria has also been set in the EU Regulation.
	8.2.9.3.2	A	The table about the urgency attribute is part of the EU Regulation.
	8.2.9.3.2.1	C	The EU Regulation only applies when the response is in the form of a single message element.
	8.2.9.5	C	The uplinking message element is SERVICE UNAVAILABLE.
	8.2.9.5.1	C	Not transposed.
	8.2.10.0.1	C	Not transposed.
	8.2.11.1	C	The use of standardized free text messages referred to in paragraph 8.2.9.5.2 is acceptable according to the EU Regulation.
	8.2.11.2	C	Not transposed.
	8.2.11.3	C	Not transposed.
	8.2.12.3	C	Not transposed.
	8.2.12.4.1	C	Not transposed.
	8.2.12.4.5	C	Not transposed.
	8.2.12.6	C	Not transposed.
Annex 10 - Aeronautical Telecommunications Volume III - (2nd edition) Volume IV - (5th edition) Volume V - (3rd edition)			NIL
Annex 11 - Air Traffic Services (Amendment 52)			

Provision affected		Type of diff	Difference in full text
Chapter 1 - Definitions	1.0.24	B	The European definition is 'rostering system' that means the structure of duty and rest periods of air traffic controllers in accordance with legal and operational requirements.
	1.0.29	B	SERA additionally includes aerodrome flight information service unit.
	1.0.39	A	Definition not limited to land aerodromes.
	1.0.50	C	Not transposed.
	1.0.68	C	Not transposed.
	1.0.75	A	The EU definition is not limited to safety related operational duties, it refers to "tasks".
	1.0.76	C	Not transposed.
	1.0.85	C	Not transposed.
	1.0.86	C	Not transposed.
	1.0.88	C	Not transposed.
	1.0.89	C	Not transposed.
	1.0.95	C	Not transposed.
	1.0.101	C	Not transposed.
	1.0.110	C	Not transposed.
	1.0.127	C	Not transposed.
	1.0.128	B	SERA is using aerodrome or an operating site.
	1.0.130	C	Not transposed.
Chapter 2 - General	2.5.2.2.1	B	The link between air traffic control service and control area and control zone is not formally transposed. However, it is implicit in Regulation (EU) 2017/373.
	2.5.2.2.2	B	The link between FIR and control area and control zone is not formally transposed. However, it is implicit in the description of FIR in Appendix 1 to Annex XI (Part-FPD).
	2.6.1	C	The SERA provision gives an exemption possibility. SERA.6001 allows aircraft to exceed the 250-knot-speed-limit where approved by the competent authority for.
	2.6.2	A	All airspace above FL 195 shall be classified as Class C airspace.
	2.11.1	B	The specifications of FIR are provided in light of the European legal framework (Regulation (EC) No 549/2004).
	2.11.3.2.1	C	Not transposed.
	2.11.3.2.2	C	The level of transposition is guidance material only.
	2.11.4.1	C	Not transposed.
	2.11.5.4	C	The level of transposition is guidance material only.
	2.11.5.4	C	The level of transposition is guidance material only.
	2.12.2	B	The identification of the ATC unit is not limited to the name of the unit location but could be also the name of the aerodrome at which it is providing services or the name of a nearby town or city or geographic feature or area.

Provision affected		Type of diff	Difference in full text
	2.12.3	C	Not transposed.
	2.13.2	C	The text of 2.13.2 is transposed with no difference but with a status of guidance only.
	2.13.4.1	C	The following sections of Annex 11 Appendix 1 have not been transposed in EU regulation: 1.1; 3.1.4; 4.1.
	2.13.5	C	Annex XI (Part-FPD) of Regulation (EU) 2017/373 indicates a list of items to be used without indicating that (1) shall consist of (2)(3)(4)(5). However, in AMC 1 to Section III - (a)(2), the ICAO text of Annex 11 Appendix 3, 2.1.1 is reproduced identically, but not consistent with Section III. Annex 11 Appendix 3, 2.1.1. (e) requires that the word "visual" is used in the plain language designator when the route has been established for VFR, whereas the EU rule extends it to IFR in VMC as well. (same difference is replicated in paragraph 5.3 Annex 11 Appendix 3 ). Annex 11 Appendix 3 para 6 (MLS/RNAV) is not transposed. Annex 11 Appendix 3 para 7: 7.2 is not transposed. Annex 11 Appendix 3 para 8 is not transposed.
	2.14.1	C	Not transposed.
	2.14.2	C	Not transposed.
	2.15.3	C	Annex 11 Appendix 2, para 1.1 the terms "preferably VHF or higher frequency aids" are not transposed. Regarding Para 3.1, significant points used by VFR flights only, may be designated by a unique five to seven-letter pronounceable "name-code". Para 4.2, 5.7 and 5.8 are not transposed.
	2.16.1	C	The level of transposition is acceptable means of compliance only.
	2.18.2	C	Details are provided with paragraph 2.19.
	2.19.1	C	The EU regulation refers to "air operations" instead of "activities", therefore restricting the scope of the requirement. The EU regulation does not specify with whom the co-ordination should be effected by omitting to specify the "appropriate air traffic".
	2.19.1.1	C	Not transposed.
	2.19.2	C	Not transposed.
	2.19.2.1	C	GM1 Article 3c(2) of Regulation (EU) 2017/373 refers to "promulgation of information" instead of "best arrangements" thus limiting the scope of the requirement.
	2.19.3	C	In EU rules the requirement on the appropriate ATS authority to ensure the conduct of a safety risk assessment and the implementation of appropriate risk mitigation measures, is not included.
	2.19.3.1	C	In EU rules the requirement on the Member State to establish procedures to facilitate the consideration of all relevant safety-significant factors in the safety risk assessment, is not included.
	2.19.4	C	Art. 3c(2) refers to Art. 3c(1), which is the transposition of paragraph 2.19.1 of Annex 11, therefore the same difference applies.
	2.19.6	C	Not transposed.
	2.20.1	C	Not transposed.
	2.21.1	C	The EU regulation does not specify that the report should be provided to the associated meteorological office.
	2.22.4	C	Not transposed.

Provision affected		Type of diff	Difference in full text
	2.24.1.1	C	Not transposed.
	2.26.5	C	The time checks shall be given at least to the nearest minute.
	2.28.1	B	Appendix 5 and 6 are partially transposed. The general principles of ICAO FRMS are included/transposed in the requirements concerning ATCO fatigue management stipulated in ATS.OR.315 and ATS.OR.320 and associated AMC and GM.
	2.28.2	B	The FRMS requirements are partially transposed.
	2.28.3	B	Standards on variations from limitations are not explicitly transposed.
	2.28.4	B	The standards are not explicitly transposed.
	2.33.2	C	The level of transposition is acceptable means of compliance only.
	2.33.3	C	The level of transposition is acceptable means of compliance only.
	2.33.4	C	The level of transposition is acceptable means of compliance only.
	2.33.5	C	The level of transposition is guidance material only.
	2.34	C	The EU regulation allows flexibility to approve FPD procedures, if necessary. The formal requirement for the States to provide FPD service is not explicitly established, however, the requirements on the service provision are well defined.
Chapter 3 - Air Traffic Control Service	3.1	A	SERA.5010(c) introduces an accurate description of and requirements for special VFR.
	3.3.4	C	In addition to the ICAO provisions requires the agreement of the pilot of the other aircraft, the maintenance of own separation and allow this exception below 3050 m (10000 ft) during climb or descent, during day.
	3.3.5.1	B	Regulation (EU) 2019/123 points at the execution of these provisions.
	3.3.5.3	C	Not transposed.
	3.4.1	C	Point 3.4.1 (a)(2) of Annex 11 is not transposed.
	3.7.3.1	A	In addition to the ICAO standard: 1) in point b), point SERA.5015(e)(ii) also includes 'taxi'; 2) in point c), point SERA.5015(e)(iii) also includes 'the newly assigned communication channels'; 3) point SERA.5015(e)(iv) requires the readback of transitions levels.
	3.7.3.1.1	A	The SERA provision includes 'taxi instructions' in addition to the ICAO requirements to be read back.
	3.7.3.3	A	The EU regulation provides an explicit list of item to be read back.
	3.7.3.4	C	In EU rules the requirement on the controller to listen to the read-back of the vehicle driver, is not included.
	3.7.4.2.1.4	C	The level of transposition is guidance material only.
	3.8.2	A	The EU scope is wider than the ICAO one in paragraph 3.8.2 a).
	3.9.1	C	The level of transposition is guidance material only.

Provision affected		Type of diff	Difference in full text
Chapter 4 - Flight information service	4.3.1.1	C	Not transposed.
	4.3.1.2	C	Not transposed.
	4.3.1.3	C	Not transposed.
	4.3.1.4	C	Transposed for ATIS messages only and not for OFIS.
	4.3.4.7	C	The level of transposition is guidance material only.
	4.3.6.5	C	The level of transposition is guidance material only.
	4.3.7	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.3.8	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.3.9	A	The regulatory provision is the same however, from 12 August 2021 the breaking action is not provided through ATIS as it is against the GRF concept, replaced by RCR.
	4.4.1	B	The EU regulation refers to a decision by the competent authority while ICAO recommendation refers to regional air navigation agreements.
Chapter 5 - Alerting service	5.4	C	The last sentence of point 5.4 of Annex 11 has not been transposed in EU regulation.
Chapter 6 - Air traffic services requirements for communications	6.1.2.1	C	The EU Regulation allows flexibility in the available radio coverage subject to approval by the competent authority.
	6.1.2.2	C	The level of transposition is guidance material only.
	6.1.3.3	C	The level of transposition is guidance material only.
	6.2.2.3.4	C	The level of transposition is guidance material only.
	6.2.2.3.6	C	Not transposed.
	6.2.3.3	A	The EU requirement applies to any controlled airspace (not limited to adjacent control area).
	6.2.4.1	C	The recommendation has been transposed in guidance material.
Chapter 7 - Air traffic services requirements for information	7.1.2.1	C	The list of information to be provided to FIC and ACC by the MET watch office as defined in Annex 3, Appendix 9 (1.3), has been transposed partially.
	7.1.3.1	C	The list of information to be provided to APP by the associated aerodrome MET office as defined in Annex 3, Appendix 9 (1.2), has been transposed partially (i.e.SPECI). The requirements of point 7.1.3.1 of Annex 11 to communicate special reports and amend
	7.1.5	C	Not transposed.
	7.3.2	C	The EU regulation scope is limited to information on the operational status of GNSS and does not explicitly address the "timely basis" criteria.
	7.6	C	The EU regulation allows more flexibility than ICAO by introducing the possibility for information on toxic chemical to be shared only when available.
Annex 12 - Search and Rescue (Amendment 18)			



Provision affected		Type of diff	Difference in full text
Chapter 1 - Definitions	1.14	C	Used in the same meaning but not defined.
Chapter 2 - Organization	2.3.5	C	Not implemented.
	2.4.1	C	Direction-finding and position-fixing stations are not established direction-finding and position-fixing stations are not established, and no communication has been established with Cospas-Sarsat Mission Control Centre servicing the Mid-East region of Europe.
Chapter 3 - Cooperation	3.2.2	C	Not implemented.
	3.2.4	C	Not implemented.
	3.3.1	C	Not implemented.
Chapter 4 - Preparatory measures	4.2.2	C	Not implemented.
Chapter 5 - Operating procedures	5.2.5	C	Not implemented.
	5.5.2	C	Not implemented.
	5.9.1	C	Not implemented.
	5.9.2	C	Not implemented.
<b>Annex 13</b> - Aircraft Accident and Incident Investigation (10th edition)			NIL
<b>Annex 14</b> - Aerodromes Volume I - (Amendment 17)			
Chapter 1 Definitions	1.2.1	A	Responsibilities are clearly addressed throughout the rules. It was found that this provision could not be transposed as such.
	1.2.3	C	The specifications of Chapter U of the CS, transpose paragraphs 2.1.2 and 2.3.2 of Appendix 1 of Annex 14 as guidance material. To be reviewed under RMT.0591; CS Issue 5;
	1.3.2	C	The specification has not yet been transposed.
	1.3.3.1	C	The specification has not yet been transposed.
	1.3.3.2	C	The specification has not yet been transposed.
	1.4.1	B	The 2018/1139/EU reg. has a different applicability scope.
	1.4.2	B	The 2018/1139/EU reg. has a different applicability scope.
Chapter 2 Aerodrome Data	2.1.2	C	The specification has not yet been transposed.
	2.1.3	C	The specification has not yet been transposed.
	2.1.4	C	The specification has not yet been transposed.
	2.2.2	C	The specification has been transposed as guidance material.
	2.2.3	C	The specification has been transposed as guidance material.
	2.3.1	C	The specification has been transposed as guidance material.
	2.3.2	C	The specification has been transposed as guidance material.

Provision affected		Type of diff	Difference in full text
	2.3.3	C	The specification has been transposed as guidance material.
	2.4.1	C	The specification has been transposed as guidance material.
	2.4.2	C	The specification has been transposed as guidance material.
	2.5.1	C	The specification has been transposed as guidance material.
	2.5.2	C	The specification has been transposed as guidance material.
	2.5.3	C	The specification has been transposed as guidance material.
	2.5.4	C	The specification has been transposed as guidance material.
	2.6.2	C	The specification has been transposed as guidance material.
	2.6.3	C	The specification has been transposed as guidance material.
	2.6.4	C	The specification has been transposed as guidance material.
	2.6.5	C	The specification has been transposed as guidance material.
	2.6.6	C	The specification has been transposed as guidance material.
	2.6.7	C	The specification has been transposed as guidance material.
	2.6.8	C	The specification has been transposed as guidance material.
	2.7.1	C	The specification has been transposed as guidance material.
	2.7.2	C	The specification has been transposed as guidance material.
	2.7.3	C	The specification has been transposed as guidance material.
	2.9.2	C	The specification has been transposed as guidance material.
	2.9.5	C	The specification has been transposed as guidance material.
	2.9.6	C	The specification has been transposed as guidance material.
	2.9.7	C	The specification has not been transposed.
	2.9.8	C	The specification has been transposed as guidance material.
	2.9.9	C	The specification has been transposed as guidance material.
	2.9.10	C	The specification has not been transposed.
	2.10.1	C	The specification has been transposed as guidance material.
	2.10.2	C	The specification has been transposed as guidance material.
	2.11.1	C	The specification has been transposed as guidance material.
	2.11.2	C	The specification has been transposed as guidance material.
	2.11.3	C	The specification has been transposed as guidance material.
	2.11.4	C	The specification has been transposed as guidance material.
	2.12	C	The specification has been partially transposed. The transposed specification is in Guidance Material.
Chapter 3 Physical Characteristics	3.1.2	C	The specification has been transposed as guidance material.
	3.1.3.1	C	The specification has been transposed as guidance material.
	3.1.4.1	C	The specification has been transposed as guidance material.

Provision affected		Type of diff	Difference in full text
	3.1.6	C	The specification has been partially transposed. The transposed specification is in Guidance Material.
	3.1.7.1	C	The specification has been transposed as guidance material.
	3.1.8.1	C	The specification has not yet been transposed.
	3.1.9.1	C	The specification has been partially transposed as Guidance Material.
	3.1.12	C	Part of the specification related to the minimum distance for independent parallel approaches has not been transposed, or does not reflect the intent of the specification.
	3.1.17	C	The note regarding the case of intersecting runways where additional criteria are to be used for ensuring the necessary unobstructed line of sight has not been transposed.
	3.1.23	C	The minimum friction level has not been defined.
	3.1.24	C	The specification has been transposed as Guidance Material.
	3.2.1	B	The relevant specification foresees that a runway shoulder needs to be provided only if the OMGWS is between 9m up to but not including 15m.
	3.3.1	C	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
	3.3.2	C	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
	3.3.12	A	The case of the "most demanding" aircraft is considered in the CS.
	3.4.7	A	The certification specifications contains higher values for certain runway types.
	3.4.12	C	The specification has been transposed as guidance material, which does not address the necessary areas.
	3.5.12	C	The specification has been transposed as Guidance Material.
	3.6.3	A	The current certification specification contains a higher value for certain types of runways.
	3.6.5	C	The specification has been transposed as Guidance Material.
	3.8.1	C	The provision of radio altimeter operating area is conditional for CAT I runways.
	3.8.4	C	The specification has been transposed as Guidance Material.
	3.9.1	C	The specification has been transposed as Guidance Material.
	3.9.2	C	The specification has been transposed as Guidance Material.
	3.9.7	C	The specification has been partially transposed as Guidance Material.
	3.9.9.1	C	Paragraph (c) of the CS gives the possibility for different slopes, under given conditions.
	3.9.12	C	The specification provides for a "suitable" strength.
	3.12.1	C	The CS does not foresee when holding bays are to provided.
	3.12.6	B	The current certification specification does not clarify the intent of the specification with respect to the inner transitional surface.
	3.12.8	C	The provision has been transposed as GM.
	3.13.2	C	The provision has been transposed as GM.

Provision affected		Type of diff	Difference in full text
	3.13.6	C	The specification contains another 2 cases where deviation from the clearance distances may be applied. The relevant GM foresees reduction of the clearances for code letter C aircraft stands which is not foreseen in the CS.
	3.14.2	C	The specification has been partially transposed as Guidance Material.
	3.15.2	C	Part of the specification related to the drainage arrangements has not been transposed.
	3.15.4	C	The specification has been transposed as Guidance Material.
	3.15.6	C	The specification has been transposed as Guidance Material.
	3.15.7	C	The part of the specification regarding maximum longitudinal slopes and transverse slopes has not been transposed.
	3.15.11	C	The specification has not been transposed.
Chapter 4 Obstacle Restrictions and Removal	4.2.14	C	The specification has been transposed as Guidance Material.
	4.2.16	A	For code F aeroplanes, the width of the inner approach surface and the length of the inner edge of the balked landing surface are increased to 140m, irrespective of the type of avionics (Table J-1).
	4.2.23	A	The CS addresses also the case of runways with clearways.
	4.2.24	C	The specification has been transposed as Guidance Material.
	4.2.26	C	The specification has been transposed as guidance material, which additionally does not foresee the limitation of new objects.
	4.3.1	C	The provision does not foresee the consultation with the "appropriate authority", neither refers to an aeronautical study/safety assessment.
Chapter 5 Visual Aids for Navigation	5.1.1.4	C	The specification has been transposed as Guidance Material.
	5.1.3.2	C	Paragraph (c) has not yet been transposed, and part of the specification has been transposed as guidance material.
	5.1.4.1	C	The specification has been transposed as Guidance Material.
	5.1.4.2	C	The specification has been transposed as Guidance Material.
	5.1.4.3	C	The specification has been transposed as Guidance Material.
	5.2.1.7	C	The specification has been transposed as Guidance Material.
	5.2.4.10	C	The notes of the specification have not yet been transposed.
	5.2.8.3	B	Taxiway centre lines are meant to be provided.
	5.2.8.4	C	Paragraph (a) of the CS does not ensure that an enhanced taxiway centreline is provided when necessary.
	5.2.10.5	C	The specification has not yet been transposed.
	5.2.10.7	C	The specification has not yet been transposed.
	5.2.13.2	C	The specification has not yet been transposed.
	5.2.13.5	C	The part of the specification regarding the case that it is difficult to identify which stand marking to follow, has not been transposed.
	5.2.13.10	B	The CS requires the designation of the appropriate aircraft types.
	5.2.16.1	C	The specification has been transposed in such a way that the non-installation of the mandatory instruction marking is not subject to the impracticability to do so.

Provision affected		Type of diff	Difference in full text
	5.2.16.5	C	The specification has been transposed as Guidance Material.
	5.2.17.2	C	The specification has been transposed as Guidance Material.
	5.2.17.3	C	The specification has been transposed as Guidance Material.
	5.2.17.4	C	The specification has been transposed as Guidance Material.
	5.2.17.5	C	The specification has been transposed as Guidance Material.
	5.2.17.8	B	The height of the characters conforms to that of the mandatory instruction signs.
	5.3.3.3	C	The specification has been adopted so that at least 2 conditions (instead of 1) should exist for the aerodrome beacon to be provided.
	5.3.3.6	C	The part of the specification related to the coloured flashes of the beacons has not been transposed.
	5.3.5.2	A	The CS are limited only to the PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.3	A	The CS are limited only to the PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.6	C	The specification has been transposed as Guidance Material.
	5.3.5.7	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.8	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.9	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.10	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.11	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.12	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.13	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.14	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.15	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.16	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.17	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.18	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.19	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.

Provision affected		Type of diff	Difference in full text
	5.3.5.20	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.21	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.22	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.23	A	The CS are limited only to PAPI-APAPI systems thus they are considered more demanding.
	5.3.5.44	C	The CS foresees one more case where an object or an extension to an existing object may penetrate the obstacle protection surface.
	5.3.5.45	C	The CS does not foresee the removal of existing objects as prescribed in the specification.
	5.3.7.6	C	The specification has been transposed as Guidance Material.
	5.3.8.1	C	The specification has been transposed in a way that does not ensure its implementation.
	5.3.12.2	C	The specification has been transposed as Guidance Material.
	5.3.12.4	C	The specification has been transposed as Guidance Material.
	5.3.15.1	C	The specification has been transposed as guidance material, and the CS does not ensure the availability of the system.
	5.3.15.2	C	The specification has been transposed as Guidance Material.
	5.3.17.13	A	Paragraph (a) of the specification has not been transposed.
	5.3.19.2	C	The specification foresees that the lights may not be provided under certain conditions.
	5.3.20.1	A	A stop bar is to be provided when the runway is intended to be used with an RVR less than 550m.
	5.3.20.4	C	The part of the specification with regard to the location of additional lights has been transposed as Guidance Material.
	5.3.20.6	C	The specification has been transposed as Guidance Material.
	5.3.20.8	C	The specification has been transposed as Guidance Material.
	5.3.22.1	C	Paragraph (a) of the CS describes only the purpose of the lights, while paragraph (b) of the CS does not ensure the provision of the lights.
	5.3.23.5	C	The current certification specifications do not address this provision.
	5.3.23.6	C	The current certification specifications do not address this provision.
	5.3.23.7	C	The current certification specifications do not address this provision.
	5.3.23.8	C	The current certification specifications do not address this provision.
	5.3.23.11	B	The current certification specifications do not address this provision.
	5.3.24.1	C	The provision of floodlighting on de-icing/anti-icing facilities is conditional, without established criteria. In addition, Certain apron types are excluded.
	5.3.25.10	C	The CS foresees that such alignment is preferable.
	5.3.25.15	C	The CS foresees that such usability is preferable.

Provision affected		Type of diff	Difference in full text
	5.3.28.1	A	A road-holding position light is to be provided when the runway is to be used with RVR below 550m.
	5.3.29.4	C	The current certification specifications do not address this provision.
	5.3.29.5	C	The specification has been transposed as Guidance Material.
	5.3.29.7	C	The specification has been transposed as Guidance Material.
	5.3.29.8	C	The specification has been transposed as Guidance Material.
	5.4.3.5	A	The provision of intersection take off signs is not conditional on "operational need".
	5.4.3.24	C	The specification does not ensure the installation of the opposite side of the taxiway, and it has been partially transposed as Guidance Material.
	5.4.3.35	C	The current certification specification does not fully address this provision.
	5.4.3.37	C	The current certification specification does not fully address this provision.
	5.4.5.1	C	The specification has been transposed as Guidance Material.
	5.4.5.2	C	The specification has been transposed as Guidance Material.
	5.4.5.3	C	The specification has been transposed as Guidance Material.
	5.4.5.4	C	The specification has been transposed as Guidance Material.
	5.4.5.5	C	The specification has been transposed as Guidance Material.
	5.5.4.3	C	The specification has not yet been transposed.
Chapter 6 Visual Aids for Denoting Obstacles	6.1.1.4	C	Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.5	C	Paragraph (e)(2) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.6	C	Paragraph (d)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.7	C	Paragraph (f)(3) of the CS foresees that a medium intensity type A light may also be used.
	6.1.1.8	C	The CS foresees the exemption from marking and lighting.
	6.1.1.9	C	The specification has been transposed as Guidance Material.
	6.1.1.10	C	The specification has been transposed as Guidance Material.
	6.1.2.2	C	The specification has been transposed as Guidance Material.
	6.1.2.3	C	The specification has been transposed as Guidance Material.
	6.2.2.1	C	Paragraph (a) of the AMC addresses only the case of vehicles into the manoeuvring area, while ADR.OPS.B.080 covers only the case of the movement area.
	6.2.2.2	C	The part of the specification regarding the colour has been transposed as Guidance Material.
	6.2.3.2	C	The last part of the specification regarding the colour has been transposed as Guidance Material.
	6.2.3.18	C	The specification has been transposed as Guidance Material.

Provision affected		Type of diff	Difference in full text
	6.2.3.23	B	The GM foresees the possibility to also use low intensity lights.
	6.2.3.30	C	The part of the specification regarding the colour has been partially transposed as Guidance Material.
	6.2.5.11	C	The specification has been transposed as Guidance Material.
Chapter 7 Visual Aids for Denoting Restricted Use Areas	7.2.2	C	The specification has been transposed as Guidance Material.
Chapter 8 Electrical Systems	8.1.9	C	The specification has been transposed as Guidance Material.
	8.1.10	C	Essential security lighting and essential equipment and facilities for the aerodrome responding emergency services, are not covered by the CS.
	8.1.11	C	The specification has been transposed as Guidance Material.
Chapter 9 Aerodrome Operational Services, Equipment and Installations	9.1.3	C	The specification has been transposed as Guidance Material.
	9.1.4	A	The specification has not yet been transposed.
	9.1.5	C	The AMC requires more detailed and precise information with regard to points b) and e) of the ICAO specification.
	9.1.6	C	The specification has been transposed as Guidance Material.
	9.1.7	C	The specification has been transposed as Guidance Material, which additionally allows the possibility for a mobile command post not to be provided.
	9.1.8	C	The specification has been transposed as Guidance Material.
	9.1.9	C	The specification has been transposed as Guidance Material.
	9.1.10	C	The specification has been transposed as Guidance Material.
	9.1.11	C	The specification has been transposed as Guidance Material, which additionally allows the possibility for communication systems not to be provided.
	9.1.13	A	The AMC does not foresee the possibility of modular tests in the first year and a full emergency exercise at intervals not exceeding 3 years.
	9.1.15	C	The specification has been transposed as Guidance Material.
	9.2.1	A	Only non-commercial operations with other than complex aircraft may be exempted from the requirements for the provision of rescue and firefighting services.
	9.2.2	C	The AMC does not foresee the provision of specialist fire-fighting equipment appropriate to the hazard and risk.
	9.2.4	C	The AMC uses the principles contained in 9.2.5 and 9.2.6 for establishing the level of protection for an aerodrome; however paragraph (c) of the AMC allows the reduction of the required level of protection.
	9.2.16	C	The wording of the AMC does not ensure that supplementary water supplies are to be provided.
	9.2.21	C	The specification has not yet been transposed.
	9.2.29	C	The AMC does not include a certain response time to be achieved. In addition, the notes regarding the response time have not been fully transposed.



Provision affected		Type of diff	Difference in full text
	9.2.31	B	The AMC foresees the arrival of vehicles, other from the 1st responding vehicle, by taking into account the time that this 1st vehicle should respond.
	9.2.32	B	The AMC foresees the arrival of vehicles, other from the 1st responding vehicle, by taking into account the time that this 1st vehicle should respond
	9.2.34	C	The specification has been transposed as Guidance Material.
	9.2.35	C	The specification has been transposed as Guidance Material.
	9.2.36	C	The specification has been transposed as Guidance Material.
	9.2.45	C	The specification has been transposed as Guidance Material.
	9.3.1	C	The specification has been transposed as Guidance Material.
	9.3.2	C	The specification has been transposed as Guidance Material.
	9.4.4	C	The specification has not been fully transposed.
	9.5.1	C	The specification has been transposed.
	9.5.2	C	The specification has been transposed.
	9.5.3	C	The specification has been transposed.
	9.5.4	C	The specification has been transposed.
	9.5.5	C	The specification has been transposed.
	9.5.6	C	The specification has been transposed.
	9.5.7	C	The specification has been transposed.
	9.6.1	C	The specification has been transposed.
	9.6.2	C	The specification has been transposed.
	9.7.1	C	The specification has been transposed.
	9.7.2	C	The specification has been transposed.
	9.7.3	C	The specification has been transposed.
	9.7.4	C	The part of the specification regarding compliance of the drivers with the instructions given has not yet been transposed.
	9.7.5	C	The specification has been transposed.
	9.8.3	C	The specification has been transposed.
	9.8.7	C	The specification has been transposed as Guidance Material.
	9.8.8	C	The specification has been transposed as Guidance Material.
	9.9.4	C	In addition to the cases foreseen in the relevant specification, the CS allows the presence of equipment/ installations also after a safety assessment regarding safety and regularity.
	9.9.5	A	The current certification specification is more demanding with regard to the installation of objects for certain runway types.
	9.10.4	C	The CS defines the distance with relation to runway and taxiway centreline, as opposed to the movement area and other facilities of the aerodrome.
	9.10.5	C	The specification has been transposed as Guidance Material.
	9.11.1	C	The specification has not yet been transposed.

Provision affected		Type of diff	Difference in full text
Chapter 10 Aerodrome maintenance	10.1.2	C	The specification has been transposed as Guidance Material.
	10.2.3	C	The minimum friction level has not been defined. Only guidance material has been provided.
	10.2.4	C	The specification has not been transposed.
	10.2.7	C	The specification has been partially transposed as Guidance Material with regard to the definition of the minimum friction level, which has not been defined.
	10.2.8	C	The specification has been transposed as guidance material.
	10.2.10	C	The specification has not yet been transposed.
	10.3.5	C	The specification has not yet been transposed.
	10.4.2	C	The specification has not yet been transposed.
	10.4.3	C	The specification has not yet been transposed.
	10.4.5	C	The specification has not yet been transposed.
	10.5.1	C	Notes 2 and 3 have not yet been transposed.
	10.5.3	C	The specification has not yet been transposed.
	10.5.4	C	The specification has not yet been transposed.
	10.5.5	C	The specification has not yet been transposed.
	10.5.6	C	The specification has not yet been transposed.
	10.5.8	A	The CS applies for taxiway operations under 550m RVR.
	10.5.9	A	The CS applies for taxiway operations under 550m RVR.
	10.5.13	C	The specification has not yet been transposed.
<b>Annex 14 - Aerodromes</b> Volume II (Amendment 9)			
Chapter 1 Definitions	1.2.1	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139. Responsibilities are addressed throughout the rules, however it was found that this provision could not be transposed as such.
	1.2.2	C	The specifications apply only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139. The EU and Member States' national regulations do not apply exclusively to heliports intended to be used by helicopters in international civil aviation.
	1.2.3	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Chapter 2 Heliport Data	2.2.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.3.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.4.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.5.	C	The specification has not been transposed in Regulation (EU) 139/2014.
	2.6.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.

Provision affected		Type of diff	Difference in full text
Chapter 3 Physical Characteristics	3.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	3.2.	C	The specification has not been transposed.
	3.3.	C	The specification has not been transposed.
Chapter 4 Obstacle Environment	4.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	4.1.5.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139The specification does not require an approval by the authority for the origin of the inclined plan for the case of performance class 1 helicopters.
	4.2.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	4.2.4.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139. The specification introduces an additional case (regularity of operations) in which, following a safety assessment, penetration of the OLS is permitted.
	4.2.7.	C	The specification does not foresee that a "surface-level heliport shall have at least one approach and take-off climb surface". The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
Chapter 5 Visual Aids	5.1.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.2.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.2.7.1.	C	The specifications do not require the actual provision of an aiming point marking. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.	C	The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.3.1.	C	The specification has been transposed in such a manner that does not ensure that an approach lighting system is provided where needed The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.4.1.	C	The specification has been transposed in such a manner that does not ensure that a flight path alignment guidance lighting system is provided where needed The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.5.1.	C	The specification has been transposed in such a manner that does not ensure that a visual alignment guidance system is provided where needed. Additionally, the conditions under which such a system should be provided have been transposed as guidance material. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	5.3.6.1.	C	The specification has been transposed in such a manner that does not ensure that a visual alignment guidance system is provided where needed. Additionally, the conditions under which such a system should be provided have been transposed as guidance material. The specification applies only to surface level VFR heliports or parts therefore located at aerodromes falling in the scope of Regulation (EU) 2018/1139.

Provision affected		Type of diff	Difference in full text
Chapter 6 Heliport Emergency Response	6.1.	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	6.2.	C	The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
	6.2.1.1.	C	The level of protection is determined on the basis of the characteristics of the aeroplanes using the aerodrome. The specification applies only to surface level VFR heliports or parts thereof located at aerodromes falling in the scope of Regulation (EU) 2018/1139.
<b>Annex 15 - Aeronautical Information Services</b>			
Chapter 1 Definitions	1.1.48	C	No definition.
	1.1.49	C	No definition.
	1.1.78	C	The adopted definition covers only the case of aeronautical data.
	1.1.104	B	The definition is based on that of data traceability.
	1.1.105	B	The definition is different in wording but the intent is the same.
	1.1.106	B	The wording of the definition is different but the intent is the same.
	1.2.1.2	C	The recommendation has not been transposed.
	1.2.2.3	C	The standard has been transposed in a manner that does to specify when a geoid model, other than EGM 96, may be used.
	1.3.3	C	The recommendation has not been transposed.
	1.3.4	C	The standard has been transposed in a manner that does not specify the conditions for the use of ICAO abbreviations.

Provision affected		Type of diff	Difference in full text
Chapter 2 Responsibilities and functions	2.1.3	C	The first sentence of the standard has not been transposed.
	2.2.1	C	The standard has been transposed in a manner that does not take into account all the elements of the ATM community.
	2.2.2	B	Aeronautical data and aeronautical information are not explicitly required to be provided as aeronautical information products.
	2.2.3	B	Provision of 24- hour NOTAM origination/issuance and pre-flight information is ensured.
	2.2.4	C	The standard has been transposed as guidance material (GM1 AIS.OR.105(3))
	2.2.5	C	The standard has not been transposed.
	2.2.7	C	The standard has been transposed in a manner that does not explicitly cover the AIS providers of other States.
	2.3.1	C	The standard has not been transposed.
	2.3.2	C	The recommendation has not been transposed.
	2.3.3	C	The standard has not been transposed.
	2.3.5	C	The standard has not been transposed.
	2.3.6	C	The standard has not been transposed.
	2.3.7	C	The recommendation has not been transposed.
	2.3.8	C	The standard has not been transposed.
	2.3.9	C	The recommendation has not been transposed.
Chapter 3 Aeronautical information management	3.5.2	A	Principle transposed; expanded in AMC1 AIS.OR.200 (c).
	3.6.8	A	Detailed EU rules are applicable for the quality management system.
	3.7.1	A	More detailed requirements are applicable for human factor considerations.
Chapter 4 Scope of aeronautical data and aeronautical information	4.1.1	C	The transposed aeronautical data catalogue does not contain case a).
Chapter 5 Aeronautical information products and services	5.1.1	A	EU Regulations contain more detailed requirements.
	5.2.1	A	Transposed through expanded rule structure stemming from relevant provisions from PANS-AIM.
	5.2.3	A	Transposed and expanded with relevant provisions from PANS-AIM.
	5.2.4.1	A	Transposed and expanded with relevant provisions from PANS-AIM.

Provision affected		Type of diff	Difference in full text
	5.2.5.1	C	The Aerodrome Terrain and Obstacle Chart — ICAO (Electronic) chart is not required to be provided.
	5.2.5.3	C	World aeronautical Chart - ICAO 1:1 000 000 and Plotting Chart - ICAO chart are not applicable.
	5.3.1.1	C	Rewording applied to add "If available, an AIS provider shall ensure that...".
	5.3.3.2	C	The recommendation has been transposed as guidance material.
	5.3.3.3.2	C	The standard has been transposed in a manner that makes data provision subject to availability of terrain data.
	5.3.3.3.3	C	The standard has been transposed in a manner that applies for all aerodromes; however the provision of data depends on data availability.
	5.3.3.3.4	C	The recommendation has been transposed in a manner that applies for all aerodromes; however the provision of data depends on data availability.
	5.3.3.3.5	C	The recommendation has not been transposed.
	5.3.3.3.6	C	The recommendation has not been transposed.
	5.3.3.3.9	C	The recommendation has not been transposed.
	5.3.3.4.4	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.5	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.6	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.7	C	The recommendation has not been transposed.
	5.3.3.4.8	C	The recommendation has not been transposed.
	5.3.3.4.9	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.10	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.3.4.11	C	The recommendation has been transposed as guidance material.
	5.3.4.2	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.3.5.2	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.4.1.3	C	The recommendation has not been transposed.
	5.4.2.4	C	The standard has not been transposed.
	5.4.2.7	C	The recommendation has not been transposed.
	5.5.1	A	The provision applies for all aerodromes, not just those serving international civil aviation.
	5.6.1	C	The standard has not been transposed.

Provision affected		Type of diff	Difference in full text
Chapter 6 Aeronautical information updates	6.2.1	A	RMZ and TMZ are also addressed under the regulatory provision.
	6.2.6	C	The recommendation has been transposed as guidance material.
	6.3.2.2	C	The provisions address the NOTAM issuance but do not cover explicitly all cases of NOTAM origination.
	6.3.2.3	C	The publication of information through NOTAM about hazardous activities to civil aviation and addressing the specific case of conflict zones is currently not required by EU regulations.
	6.3.2.4	A	A NOTAM is also required to be be originated and issued in the case of unavailability of a runway due to runway marking works or, if the equipment used for those works can be removed, a time lag required for making the runway available.
	6.3.3.5	C	The standard has not been transposed.
<b>Annex 16</b> - Environmental Protection Volume I - (7th edition) Volume II - (3rd edition)			NIL
<b>Annex 17</b> - Security (9th edition)			NIL
<b>Annex 18</b> - The Safe Transport of Dangerous Goods by Air (Amendment 12)			
Chapter 1 Definitions	1.4	B	Crew member' means a person assigned by an operator to perform duties on board an aircraft.' The definition on Reg. (EU) 965/2012 doesn't restrict it to the flight duty period.
Chapter 2 General Applicability	2.3.	A	Annex 18 and the Technical Instructions are applicable through Reg.(EU) 965/2012 to domestic operations. The national authority shall regulate for what is not covered by the rules.
	2.5.1.	C	EU Member States share the implementation.
Chapter 4 Limitations on the Transport of Dangerous Goods by Air	4.2.	C	Some requirements (i.e. shippers) are not covered under the scope of EU Rules and are implemented by the national authorities.
Chapter 9 Provision of Information	9.4.	C	The regulation cover just operators.
	9.6.1.	A	The scope of the information to be notified is specified in the AMC.
	9.6.2.	A	The scope of the information to be notified is specified in the AMC.
Chapter 12 Dangerous Goods Accident and Incident reporting	12.1.	C	IR (EU) 2015/1018 laying down a list classifying occurrences in civil aviation to be mandatorily reported according to (EU) No 376/2014 is not fully in line with what is stated in the Technical Instructions. Detailed procedures shall be developed by EU MS.
<b>Annex 19</b> - Safety Management (Amendment 1)			

Provision affected		Type of diff	Difference in full text
Chapter 1 Definitions	1.7	C	No definition.
	1.8	B	The term is present and recognised in EU rules even if there is no definition.
	1.9	C	No definition.
Chapter 3 State Safety Management Responsibilities	3.3.2.1.	C	(S)MS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014).
	3.3.2.3.	B	<b>REMARKS:</b> Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).
	3.3.2.4.	B	<b>REMARKS:</b> Reg. (EU) 965/2012 requires all noncommercial operators of complex motor powered aircraft to implement the management system requirements (applicable since 25 August 2016), cf. Art. 1 point (9) of Regulation (EU) 800/2013).
	3.4.1.2.	C	Recommendation is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
	3.4.1.3.	C	Recommendation is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
Chapter 4 Safety Management Systems	4.1.1.	C	This is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014).
	4.1.2.	C	(S)MS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014 (see NPA 2019-05).
	4.1.5.	C	Not yet addressed in Annex II to Regulation (EU) 1321/2014 (Part-145).
	4.1.6.	C	Not yet addressed in Regulation (EU) 748/2012 (Part-21).
	4.1.7.	C	Not yet addressed in Regulation (EU) 748/2012 4.1.7 (Part-21).
	4.2.	B	SMS must be acceptable to the State of Operator (SoO), not the State of Registry (SoR). However this is not a difference as in the EU the SoO principle prevails and the EASA standard is high.



DOC 4444 - ATM/501 - PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT		
Chapter 10	10.1.4.1.1.	A unit providing approach control service shall retain control of arriving aircraft until such aircraft have been cleared to the aerodrome control tower and are in communication with the aerodrome control tower. Not more than one arrival shall be cleared to a unit providing aerodrome control service during IMC, <b>except when the aerodrome control service is able to monitor the separation between arriving aircraft - transferred for control to it - on the final approach path with an electronic device approved by the appropriate ATS authority for this purpose.</b>
Chapter 8	8.6.9.1.	<p>Owing to the fact that the active area of adverse weather may not show on ATS surveillance system the following procedure should be applied:</p> <p><b>When a controlled aircraft experiencing adverse weather which is likely to force the pilot to initiate action to circumnavigate the adverse weather area beyond the prescribed track keeping accuracy (+ 5 NM), it should be reported in sufficient time to permit ATC to co-ordinate with neighbouring unit responsible for control of traffic in the area concerned.</b></p> <p><b>The pilot's intention for avoiding action should be reported as soon as possible prior to the point from which the aircraft is expected to deviate from the assigned flight path, stating the required direction of turn and estimated distance from the prescribed track.</b></p>
Appendix 2	ITEM 15: ROUTE	(b) CRUISING LEVEL <b>For VFR flight planning to operate in uncontrolled airspace cruising level/altitude shall also be indicated.</b>
		(5) CRUISE CLIMB <b>For segment of route cruise climb must not be indicated in Budapest FIR.</b>
		<b>VFR flights shall be planned to enter/exit Budapest FIR via designated ATS entry/exit points only.</b>

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