


**Title: CZCAA IFR study Specific IFR  
Regulatory Requirements****Project: CZCAA IFR study**

Status:	Name:	Date:	Signature:
created/updated:	Michal Mlynarik	30.3.2017	electronic
reviewed:	Jakub Kraus	30.3.2017	electronic
formally reviewed:	Andrej Lalis	30.3.2017	electronic
released:	Hans Scherzer	31.3.2017	

**APAC Ges.m.b.H**  
Austrian Product Assurance Company  
A-2154 Unterstinkenbrunn 78 Austria  
Tel.: +43/2526/20049 Fax +43/2526/20162  
www.apac.at

**Change history**

Version	Author	Date	Summary of the Change
01.00 wdraft	Michal Mlynarik	29.1.2017	New document
01.00 draft	Michal Mlynarik	29.1.2017	Updated with internal comments
02.00 draft	Michal Mlynarik	4.3.2017	Updated with NPA 2016-09(B)
02.00 released	Michal Mlynarik	30.3.2017	Released version

Regulation: Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC

As amended by: Commission Regulation (EC) No 690/2009 of 30 July 2009 amending Regulation (EC) No 216/2008 of the European Parliament and the Council on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC

Regulation (EC) No 1108/2009 of the European Parliament and of the Council of 21 October 2009 amending Regulation (EC) No 216/2008 in the field of aerodromes, air traffic management and air navigation services and repealing Directive 2006/23/EC

Commission Regulation (EU) No 6/2013 of 8 January 2013 amending Regulation (EC) No 216/2008 of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive

Commission Regulation (EU) 2016/4 of 5 January 2016 amending Regulation (EC) No 216/2008 of the European Parliament and of the Council as regards essential requirements for environmental protection

No.	Text	Type	Applicable to project?	Comments
I	CHAPTER I - PRINCIPLES	Heading		
I.1	Article 1 - Scope	Heading		
I.1.1	1. This Regulation shall apply to:	Requirement	YES	
I.1.1.1	(a) the design, production, maintenance and operation of aeronautical products, parts and appliances, as well as personnel and organisations involved in the design, production and maintenance of such products, parts and appliances;	Requirement	NO	
I.1.1.2	(b) personnel and organisations involved in the operation of aircraft;	Requirement	NO	
I.1.1.3	(c) the design, maintenance and operation of aerodromes, as well as personnel and organisations involved therein and, without prejudice to Community and national legislation on environment and land-use planning, the safeguarding of surroundings of aerodromes;	Requirement	YES	
I.1.1.4	(d) the design, production and maintenance of aerodrome equipment, as well as personnel and organisations involved therein;	Requirement	YES	
I.1.1.5	(e) the design, production and maintenance of systems and constituents for air traffic management and air navigation services (ATM/ANS), as well as personnel and organisations involved therein;	Requirement	NO	
I.1.1.6	(f) ATM/ANS, as well as personnel and organisations involved therein.	Requirement	NO	
I.1.2	2. This Regulation shall not apply to:	Requirement	NO	
I.1.2.1	(a) products, parts, appliances, personnel and organisations referred to in paragraph 1(a) and (b) while carrying out military, customs, police, search and rescue, firefighting, coastguard or similar activities or services. The Member States shall undertake to ensure that such activities or services have due regard as far as practicable to the objectives of this Regulation;	Requirement	NO	
I.1.2.2	(b) aerodromes or part thereof, as well as equipment, personnel and organisations, referred to in paragraph 1(c) and (d), that are controlled and operated by the military;	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
I.1.2.3	<i>(c) ATM/ANS, including systems and constituents, personnel and organisations, referred to in paragraph 1(e) and (f), that are provided or made available by the military. The Member States shall undertake to ensure that aircraft referred to in point (a) of this paragraph are separated, where appropriate, from other aircraft.</i>	Requirement	NO	
I.1.3	<i>3. Member States shall, as far as practicable, ensure that any military facilities open to public use referred to in paragraph 2(b) or services provided by military personnel to the public referred to in paragraph 2(c), offer a level of safety that is at least as effective as that required by the essential requirements as defined in Annexes Va and Vb.</i>	Requirement	NO	
I.2	<b>Article 2 - Objectives</b>	Heading		
I.2.1	<i>1. The principal objective of this Regulation is to establish and maintain a high uniform level of civil aviation safety in Europe.</i>	Statement		
I.2.2	<i>2. Additional objectives are, in the fields covered by this Regulation, as follows:</i>	Statement		
I.2.2.1	<i>(a) to ensure a high uniform level of environmental protection;</i>	Statement		
I.2.2.2	<i>(b) to facilitate the free movement of goods, persons and services;</i>	Statement		
I.2.2.3	<i>(c) to promote cost-efficiency in the regulatory and certification processes and to avoid duplication at national and European level;</i>	Statement		
I.2.2.4	<i>(d) to assist Member States in fulfilling their obligations under the Chicago Convention, by providing a basis for a common interpretation and uniform implementation of its provisions, and by ensuring that its provisions are duly taken into account in this Regulation and in the rules drawn up for its implementation;</i>	Statement		
I.2.2.5	<i>(e) to promote Community views regarding civil aviation safety standards and rules throughout the world by establishing appropriate cooperation with third countries and international organisations;</i>	Statement		
I.2.2.6	<i>(f) to provide a level playing field for all actors in the internal aviation market.</i>	Statement		
I.2.3	<i>3. The means of achieving the objectives set out in paragraphs 1 and 2 shall be:</i>	Requirement	NO	
I.2.3.1	<i>(a) the preparation, adoption and uniform application of all necessary acts;</i>	Requirement	NO	
I.2.3.2	<i>(b) the recognition, without additional requirements, of certificates, licences, approvals or other documents granted to products, personnel and organisations in accordance with this Regulation and its implementing rules;</i>	Requirement	NO	
I.2.3.3	<i>(c) the establishment of an independent European Aviation Safety Agency (hereinafter referred to as the Agency);</i>	Requirement	NO	
I.2.3.4	<i>(d) the uniform implementation of all necessary acts by the national aviation authorities and the Agency within their respective areas of responsibility.</i>	Requirement	NO	
I.3	<b>Article 3 - Definitions</b>	Heading		
I.3.1	<i>For the purposes of this Regulation:</i>	Statement		
I.3.1.1	<i>(a) 'continuing oversight' shall mean the tasks to be conducted to verify that the conditions under which a certificate has been granted continue to be fulfilled at any time during its period of validity, as well as the taking of any safeguard measure;</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
I.3.1.2	<i>(b) 'Chicago Convention' shall mean the Convention on International Civil Aviation and its Annexes, signed in Chicago on 7 December 1944;</i>	Requirement	NO	
I.3.1.3	<i>(c) 'product' shall mean an aircraft, engine or propeller;</i>	Requirement	NO	
I.3.1.4	<i>(d) 'parts and appliances' shall mean any instrument, equipment, mechanism, part, apparatus, appurtenance, software or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight; it shall include parts of an airframe, engine or propeller, or equipment used to manoeuvre the aircraft from the ground;</i>	Requirement	NO	
I.3.1.5	<i>(da) 'ATM/ANS constituents' shall mean any constituent as defined in Article 2(19) of Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (the framework Regulation) ( 10 );</i>	Requirement	NO	
I.3.1.6	<i>(e) 'certification' shall mean any form of recognition that a product, part or appliance, organisation or person complies with the applicable requirements including the provisions of this Regulation and its implementing rules, as well as the issuance of the relevant certificate attesting such compliance;</i>	Requirement	NO	
I.3.1.7	<i>(f) 'qualified entity' shall mean a body which may be allocated a specific certification task by, and under the control and the responsibility of, the Agency or a national aviation authority;</i>	Requirement	NO	
I.3.1.8	<i>(g) 'certificate' shall mean any approval, licence or other document issued as the result of certification;</i>	Requirement	NO	
I.3.1.9	<i>(h) 'operator' shall mean any legal or natural person, operating or proposing to operate one or more aircraft or one or more aerodromes;</i>	Requirement	NO	
I.3.1.10	<i>(i) 'commercial operation' shall mean any operation of an aircraft, in return for remuneration or other valuable consideration, which is available to the public or, when not made available to the public, which is performed under a contract between an operator and a customer, where the latter has no control over the operator;</i>	Requirement	NO	
I.3.1.11	<i>(j) 'complex motor-powered aircraft' shall mean:</i>	Requirement	NO	
I.3.1.11.1	<i>(i) an aeroplane:</i>	Requirement	NO	
I.3.1.11.1.1	<i>— with a maximum certificated take-off mass exceeding 5 700 kg, or</i>	Requirement	NO	
I.3.1.11.1.2	<i>— certificated for a maximum passenger seating configuration of more than nineteen, or</i>	Requirement	NO	
I.3.1.11.1.3	<i>— certificated for operation with a minimum crew of at least two pilots, or</i>	Requirement	NO	
I.3.1.11.1.4	<i>— equipped with (a) turbojet engine(s) or more than one turboprop engine, or</i>	Requirement	NO	
I.3.1.11.2	<i>(ii) a helicopter certificated:</i>	Requirement	NO	
I.3.1.11.2.1	<i>— for a maximum take-off mass exceeding 3 175 kg, or</i>	Requirement	NO	
I.3.1.11.2.2	<i>— for a maximum passenger seating configuration of more than nine, or</i>	Requirement	NO	
I.3.1.11.2.3	<i>— for operation with a minimum crew of at least two pilots, or</i>	Requirement	NO	
I.3.1.11.3	<i>(iii) a tilt rotor aircraft;</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
I.3.1.12	<i>(k) 'flight simulation training device' shall mean any type of device in which flight conditions are simulated on the ground; they include flight simulators, flight training devices, flight and navigation procedures trainers and basic instrument training devices;</i>	Requirement	NO	
I.3.1.13	<i>(l) 'rating' shall mean a statement entered on a licence, setting forth privileges, special conditions or limitations pertaining thereto;</i>	Requirement	NO	
I.3.1.14	<i>(m) 'aerodrome' shall mean a defined area (including any buildings, installations and equipment) on land or water or on a fixed, fixed offshore or floating structure intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;</i>	Requirement	NO	
I.3.1.15	<i>(n) 'aerodrome equipment' shall mean any equipment, apparatus, appurtenance, software or accessory, that is used or intended to be used to contribute to the operation of aircraft at an aerodrome;</i>	Requirement	NO	
I.3.1.16	<i>(o) 'apron' shall mean a defined area intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance;</i>	Requirement	NO	
I.3.1.17	<i>(p) 'apron management service' shall mean a service provided to manage the activities and the movement of aircraft and vehicles on an apron;</i>	Requirement	NO	
I.3.1.18	<i>(q) 'ATM/ANS' shall mean the air traffic management functions as defined in Article 2(10) of Regulation (EC) No 549/2004, air navigation services defined in Article 2(4) of that Regulation, and services consisting in the origination and processing of data and formatting and delivering data to general air traffic for the purpose of safety-critical air navigation;</i>	Requirement	NO	
I.3.1.19	<i>(r) 'ATM/ANS system' shall mean any combination of safety-related equipment and systems as defined in Article 2(39) of Regulation (EC) No 549/2004;</i>	Requirement	NO	
I.3.1.20	<i>(s) 'flight information service' shall mean a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.</i>	Requirement	NO	
II	CHAPTER II - SUBSTANTIVE REQUIREMENTS	Heading		
II.4	Article 4 - Basic principles and applicability	Heading		
II.4.1	1. Aircraft, including any installed product, part and appliance, which are:	Requirement	NO	
II.4.1.1	<i>(a) designed or manufactured by an organisation for which the Agency or a Member State ensures safety oversight; or</i>	Requirement	NO	
II.4.1.2	<i>(b) registered in a Member State, unless their regulatory safety oversight has been delegated to a third country and they are not used by a Community operator; or</i>	Requirement	NO	
II.4.1.3	<i>(c) registered in a third country and used by an operator for which any Member State ensures oversight of operations or used into, within or out of the Community by an operator established or residing in the Community; or</i>	Requirement	NO	
II.4.1.4	<i>(d) registered in a third country, or registered in a Member State which has delegated their regulatory safety oversight to a third country, and used by a third-country operator into, within or out of the Community</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
II.4.1.5	<i>shall comply with this Regulation.</i>	Requirement	NO	
II.4.2	<i>2. Personnel involved in the operations of aircraft referred to in paragraph 1(b), (c) or (d) shall comply with this Regulation.</i>	Requirement	NO	
II.4.3	<i>3. Operations of aircraft referred to in paragraph 1(b), (c) or (d) shall comply with this Regulation.</i>	Requirement	NO	
II.4.3a	<b>3a. Aerodromes, including equipment, located in the territory subject to the provisions of the Treaty, open to public use and which serve commercial air transport and where operations using instrument approach or departure procedures are provided, and:</b>	Requirement	YES	
II.4.3a.1	<b>(a) have a paved runway of 800 metres or above; or</b>	Requirement	YES	
II.4.3a.2	<b>(b) exclusively serve helicopters;</b>	Requirement	YES	
II.4.3a.3	<b>shall comply with this Regulation. Personnel and organisations involved in the operation of these aerodromes shall comply with this Regulation.</b>	Requirement	YES	
II.4.3b	<i>3b. By way of derogation from paragraph 3a, Member States may decide to exempt from the provisions of this Regulation an aerodrome which:</i>	Statement		
II.4.3b.1	<i>— handles no more than 10 000 passengers per year, and</i>	Statement		
II.4.3b.2	<i>— handles no more than 850 movements related to cargo operations per year.</i>	Statement		
II.4.3b.3	<i>If such exemption by a Member State does not comply with the general safety objectives of this Regulation or any other rule of Community law, the Commission shall take a decision in accordance with the safeguard procedure referred to in Article 65(7) not to permit the exemption in question. In such a case, the Member State concerned shall revoke the exemption.</i>	Requirement	NO	
II.4.3c	<i>3c. ATM/ANS provided in the airspace of the territory to which the Treaty applies, as well as in any other airspace where Member States apply Regulation (EC) No 551/2004 of the European Parliament and of the Council of 10 March 2004 on the organisation and use of the airspace in the single European sky (the airspace Regulation) ( 11 ) in accordance with Article 1(3) of that Regulation, shall comply with this Regulation. Systems and constituents, personnel and organisations involved in the provision of these ATM/ANS shall comply with this Regulation.</i>	Requirement	NO	
II.4.4	<i>4. Paragraph 1 shall not apply to aircraft referred to in Annex II.</i>	Requirement	NO	
II.4.5	<i>5. Paragraphs 2 and 3 shall not apply to aircraft referred to in Annex II, with the exception of aircraft referred to in points (a)(ii), (d) and (h) thereof when used for commercial air transportation.</i>	Requirement	NO	
II.4.6	<i>6. This Regulation shall not affect the rights of third countries as specified in international conventions, in particular the Chicago Convention.</i>	Requirement	NO	
II.5	<b>Article 5 - Airworthiness</b>	Heading		
II.5.1	<i>1. Aircraft referred to in Article 4(1)(a), (b) and (c) shall comply with the essential requirements for airworthiness laid down in Annex I.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
II.5.2	2. Compliance of aircraft referred to in Article 4(1)(b), and of products, parts and appliances mounted thereon shall be established in accordance with the following:	Requirement	NO	
II.5.2.1	(a) products shall have a type-certificate. The type-certificate, and certification of changes to that type-certificate, including supplemental type-certificates, shall be issued when the applicant has shown that the product complies with a type-certification basis as specified in Article 20, established to ensure compliance with the essential requirements referred to in paragraph 1, and when it has no feature or characteristic making it unsafe for operation. The type-certificate shall cover the product, including all parts and appliances fitted thereon;	Requirement	NO	
II.5.2.2	(b) the measures referred to in paragraph 5 may lay down a requirement for certification in respect of parts and appliances. The certificates for parts and appliances shall be issued when the applicant has shown that the parts and appliances comply with the detailed airworthiness specifications established to ensure compliance with the essential requirements referred to in paragraph 1;	Requirement	NO	
II.5.2.3	(c) no aircraft shall be operated, unless it has a valid certificate of airworthiness. The certificate shall be issued when the applicant has shown that the aircraft conforms to the type design approved in its type-certificate and that relevant documentation, inspections and tests demonstrate that the aircraft is in condition for safe operation. This certificate of airworthiness shall remain valid as long as it is not suspended, revoked or terminated and as long as the aircraft is maintained in accordance with the essential requirements related to continuing airworthiness set out in point 1.d of Annex I and the measures adopted pursuant to paragraph 5;	Requirement	NO	
II.5.2.4	(d) organisations responsible for the maintenance of products, parts and appliances shall demonstrate their capability and means to discharge the responsibilities associated with their privileges. Unless otherwise accepted these capabilities and means shall be recognised through the issuance of an organisation approval. The privileges granted to the approved organisation and the scope of the approval shall be specified in the terms of approval;	Requirement	NO	
II.5.2.5	(e) organisations responsible for the design and manufacture of products, parts and appliances shall demonstrate their capability and means to discharge the responsibilities associated with their privileges. Unless otherwise accepted these capabilities and means shall be recognised through the issuance of an organisation approval. The privileges granted to the approved organisation and the scope of the approval shall be specified in the terms of approval;	Requirement	NO	
II.5.2.6	in addition:	Statement		
II.5.2.7	(f) personnel responsible for the release of a product, part or appliance after maintenance may be required to hold an appropriate certificate (personnel certificate);	Statement		

No.	Text	Type	Applicable to project?	Comments
II.5.2.8	<i>(g) the capability of maintenance training organisations to discharge the responsibilities associated with their privileges in relation to the issuance of the certificates referred to in point (f) may be recognised by the issuance of an approval.</i>	Statement		
II.5.3	<i>3. Aircraft referred to in Article 4(1)(a) and products, parts and appliances mounted thereon shall comply with paragraph 2(a), (b) and (e) of this Article.</i>	Requirement	NO	
II.5.4	<i>4. By way of derogation from paragraphs 1 and 2:</i>	Statement		
II.5.4.1	<i>(a) a permit to fly may be issued when it is shown that the aircraft is capable of performing safely a basic flight. It shall be issued with appropriate limitations, in particular to protect third parties' safety;</i>	Requirement	NO	
II.5.4.2	<i>(b) a restricted certificate of airworthiness may be issued to aircraft for which a type certificate has not been issued according to paragraph 2(a). In this case, the aircraft shall be shown to comply with specific airworthiness specifications and deviations from the essential requirements referred to in paragraph 1 shall nevertheless ensure adequate safety with regard to the purpose. Aircraft eligible for these restricted certificates, and limitations for use of these aircraft, shall be defined according to the measures referred to in paragraph 5;</i>	Requirement	NO	
II.5.4.3	<i>(c) when the number of aircraft of the same type eligible for a restricted certificate of airworthiness so justifies, a restricted type certificate may be issued and an appropriate type certification basis shall be established.</i>	Requirement	NO	
II.5.5	<i>5. The measures designed to amend non-essential elements of this Article, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(4). Those measures shall specify in particular:</i>	Requirement	NO	
II.5.5.1	<i>(a) conditions for establishing and notifying to an applicant the type-certification basis applicable to a product;</i>	Requirement	NO	
II.5.5.2	<i>(b) conditions for establishing and notifying to an applicant the detailed airworthiness specifications applicable to parts and appliances;</i>	Requirement	NO	
II.5.5.3	<i>(c) conditions for establishing and notifying to an applicant the specific airworthiness specifications applicable to aircraft eligible for a restricted certificate of airworthiness;</i>	Requirement	NO	
II.5.5.4	<i>(d) conditions for issuing and disseminating mandatory information in order to ensure the continuing airworthiness of products;</i>	Requirement	NO	
II.5.5.5	<i>(e) conditions for issuing, maintaining, amending, suspending or revoking type-certificates, restricted type-certificates, approval of changes to type-certificates, individual certificates of airworthiness, restricted certificates of airworthiness, permits to fly and certificates for products, parts or appliances, including:</i>	Requirement	NO	
II.5.5.5.1	<i>(i) conditions on the duration of these certificates, and conditions to renew certificates when a limited duration is fixed;</i>	Requirement	NO	
II.5.5.5.2	<i>(ii) restrictions applicable to the issue of permits to fly. These restrictions should in particular concern the following:</i>	Requirement	NO	



No.	Text	Type	Applicable to project?	Comments
II.5.5.5.2.1	— purpose of the flight,	Requirement	NO	
II.5.5.5.2.2	— airspace used for the flight,	Requirement	NO	
II.5.5.5.2.3	— qualification of flight crew,	Requirement	NO	
II.5.5.5.2.4	— carriage of persons other than flight crew;	Requirement	NO	
II.5.5.5.3	(iii) aircraft eligible for restricted certificates of airworthiness, and associated restrictions;	Requirement	NO	
II.5.5.5.4	(iv) the minimum syllabus of maintenance certifying staff type rating training to ensure compliance with paragraph (2)(f);	Requirement	NO	
II.5.5.5.5	(v) the minimum syllabus of pilot type rating and the qualification of associated simulators to ensure compliance with Article 7;	Requirement	NO	
II.5.5.5.6	(vi) the master minimum equipment list as appropriate and additional airworthiness specifications for a given type of operation to ensure compliance with Article 8;	Requirement	NO	
II.5.5.6	(f) conditions to issue, maintain, amend, suspend or revoke organisation approvals required in accordance with paragraph 2(d), (e) and (g) and conditions under which such approvals need not be requested;	Requirement	NO	
II.5.5.7	(g) conditions to issue, maintain, amend, suspend or revoke personnel certificates required in accordance with paragraph 2(f);	Requirement	NO	
II.5.5.8	(h) responsibilities of the holders of certificates;	Requirement	NO	
II.5.5.9	(i) how aircraft referred to in paragraph 1 which are not covered by paragraphs 2 or 4 are to show compliance with the essential requirements;	Requirement	NO	
II.5.5.10	(j) how aircraft referred to in Article 4(1)(c) are to show compliance with the essential requirements.	Requirement	NO	
II.5.6	6. When adopting the measures referred to in paragraph 5, the Commission shall take specific care that they:	Requirement	NO	
II.5.6.1	(a) reflect the state of the art and the best practices in the field of airworthiness;	Requirement	NO	
II.5.6.2	(b) take into account worldwide aircraft experience in service, and scientific and technical progress;	Requirement	NO	
II.5.6.3	(c) allow for immediate reaction to established causes of accidents and serious incidents;	Requirement	NO	
II.5.6.4	(d) do not impose on aircraft referred to in Article 4(1)(c) requirements which would be incompatible with the International Civil Aviation Organization (ICAO) obligations of Member States.	Requirement	NO	
II.6	Article 6 - Essential requirements for environmental protection	Heading		
II.6.1	1. Products, parts and appliances shall comply with the environmental protection requirements contained in Amendment 11-B of Volume I and in Amendment 8 of Volume II of Annex 16 to the Chicago Convention as applicable on 1 January 2015, except for the Appendices to Annex 16.	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
II.6.2	<i>2. The measures designed to amend non-essential elements of the requirements referred to in paragraph 1 in order to bring them into line with subsequent amendments to the Chicago Convention and its Annexes which enter into force after the adoption of this Regulation and which become applicable in all Member States, shall, in so far as such adaptations do not broaden the scope of this Regulation, be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(5).</i>	Requirement	NO	
II.6.3	<i>3. The measures designed to amend non-essential elements of the requirements referred to in paragraph 1, by supplementing them, shall, using as necessary the content of the Appendices referred to in paragraph 1, be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(5).</i>	Requirement	NO	
II.7	<b>Article 7 - Pilots</b>	Heading		
II.7.1	<i>1. Pilots involved in the operation of aircraft referred to in Article 4(1)(b) and (c), as well as flight simulation training devices, persons and organisations involved in the training, testing, checking or medical assessment of these pilots, shall comply with the relevant 'essential requirements' laid down in Annex III.</i>	Requirement	NO	
II.7.2	<i>2. Except when under training, a person may only act as a pilot if he or she holds a licence and a medical certificate appropriate to the operation to be performed.</i>	Statement		
II.7.2.1	<i>A person shall only be issued a licence when he or she complies with the rules established to ensure compliance with the essential requirements on theoretical knowledge, practical skill, language proficiency and experience as set out in Annex III.</i>	Requirement	NO	
II.7.2.2	<i>A person shall only be issued a medical certificate when he or she complies with the rules established to ensure compliance with the essential requirements on medical fitness as set out in Annex III. This medical certificate may be issued by aero-medical examiners or by aero-medical centres.</i>	Requirement	NO	
II.7.2.3	<i>Notwithstanding the third subparagraph, in the case of a leisure pilot licence a general medical practitioner who has sufficient detailed knowledge of the applicant's medical background may, if so permitted under national law, act as an aero-medical examiner, in accordance with detailed implementing rules adopted pursuant to the procedure referred to in Article 65(3); these implementing rules shall ensure that the level of safety is maintained.</i>	Requirement	NO	
II.7.2.4	<i>The privileges granted to the pilot and the scope of the licence and the medical certificate shall be specified in such licence and certificate.</i>	Requirement	NO	
II.7.2.5	<i>The requirements of the second and third subparagraphs may be satisfied by the acceptance of licences and medical certificates issued by or on behalf of a third country as far as pilots involved in the operation of aircraft referred to in Article 4(1)(c) are concerned.</i>	Statement		

No.	Text	Type	Applicable to project?	Comments
II.7.3	3. The capability of pilot training organisations and of aero-medical centres to discharge the responsibilities associated with their privileges in relation to the issuance of licenses and medical certificates shall be recognised by the issuance of an approval.	Requirement	NO	
II.7.3.1	Pilot training organisations or aero-medical centres shall be issued an approval when they comply with the rules established to ensure compliance with the relevant essential requirements as laid down in Annex III.	Requirement	NO	
II.7.3.2	The privileges granted by the approvals shall be specified thereon.	Requirement	NO	
II.7.4	4. A certificate shall be required in respect of each flight simulation training device used for the training of pilots. The certificate shall be issued when the applicant has shown that the device complies with the rules established to ensure compliance with the relevant essential requirements as set out in Annex III.	Requirement	NO	
II.7.5	5. Persons responsible for providing flight training or flight simulation training, or for assessing pilots' skill, and aero-medical examiners shall hold an appropriate certificate. Such certificate shall be issued when it is shown that the person concerned complies with the rules established to ensure compliance with the relevant essential requirements as laid down in Annex III.	Requirement	NO	
II.7.5.1	The privileges granted by the certificate shall be specified therein.	Requirement	NO	
II.7.6	6. The measures designed to amend non-essential elements of this Article by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(4). Those measures shall specify in particular:	Requirement	NO	
II.7.6.1	(a) the different ratings for pilots' licences and the medical certificates adequate for the different types of activities performed;	Requirement	NO	
II.7.6.2	(b) the conditions for issuing, maintaining, amending, limiting, suspending or revoking licences, ratings for licences, medical certificates, approvals and certificates referred to in paragraphs 2, 3, 4 and 5, and the conditions under which such certificates and approvals need not be requested;	Requirement	NO	
II.7.6.3	(c) the privileges and responsibilities of the holders of licences, ratings for licences, medical certificates, approvals and certificates referred to in paragraphs 2, 3, 4 and 5;	Requirement	NO	
II.7.6.4	(d) the conditions for the conversion of existing national pilots' licences and of national flight engineers' licences into pilots' licences as well as the conditions for the conversion of national medical certificates into commonly recognised medical certificates;	Requirement	NO	
II.7.6.5	(e) without prejudice to the provisions of bilateral agreements concluded in accordance with Article 12, the conditions for the acceptance of licences from third countries;	Requirement	NO	
II.7.6.6	(f) how pilots of aircraft referred to in points (a)(ii), (d) and (f) of Annex II, when used for commercial air transportation, comply with the relevant essential requirements of Annex III.	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
II.7.7	<i>7. When adopting the measures referred to in paragraph 6, the Commission shall take specific care that they reflect the state of the art, including best practices and scientific and technical progress, in the field of pilot training.</i>	Requirement	NO	
II.7.7.1	<i>Such measures shall also include provisions for the issuance of all types of pilot licences and ratings required under the Chicago Convention, and of a leisure pilot licence covering non-commercial activities involving aircraft with a maximum certificated take off mass of 2 000 kg or less and which do not meet any of the criteria referred to in Article 3(j).</i>	Requirement	NO	
II.8	<b>Article 8 - Air operations</b>	Heading		
II.8.1	<i>1. The operation of aircraft referred to in Article 4(1)(b) and (c) shall comply with the essential requirements set out in Annex IV and, if applicable, Annex Vb.</i>	Requirement	NO	
II.8.2	<i>2. Unless otherwise determined in the implementing rules, operators engaged in commercial operations shall demonstrate their capability and means of discharging the responsibilities associated with their privileges. These capabilities and means shall be recognised through the issuance of a certificate. The privileges granted to the operator and the scope of the operations shall be specified in the certificate.</i>	Requirement	NO	
II.8.3	<i>3. Unless otherwise determined in the implementing rules, operators engaged in the non-commercial operation of complex motor-powered aircraft shall declare their capability and means of discharging the responsibilities associated with the operation of that aircraft.</i>	Requirement	NO	
II.8.4	<i>4. Cabin crew involved in the operation of aircraft referred to in Article 4(1)(b) and (c) shall comply with the essential requirements laid down in Annex IV. Those involved in commercial operations shall hold an attestation as initially set out in Annex III, Subpart O, point (d) of OPS 1 1005 as set out in Regulation (EC) No 1899/2006 of the European Parliament and of the Council of 12 December 2006 amending Council Regulation (EEC) No 3922/91 ( 12 ); at the discretion of the Member State, such attestation may be issued by approved operators or training organisations.</i>	Requirement	NO	
II.8.5	<i>5. The measures designed to amend non-essential elements of this Article, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(4). Those measures shall specify in particular:</i>	Requirement	NO	
II.8.5.1	<i>(a) conditions to operate an aircraft in compliance with the essential requirements set out in Annex IV and, if applicable, Annex Vb;</i>	Requirement	NO	
II.8.5.2	<i>(b) conditions for issuing, maintaining, amending, limiting, suspending or revoking the certificates referred to in paragraph 2 and the conditions under which a certificate shall be replaced by a declaration of the capability and means of the operator to discharge the responsibilities associated with the operation of the aircraft;</i>	Requirement	NO	
II.8.5.3	<i>(c) privileges and responsibilities of the holders of certificates;</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
II.8.5.4	<i>(d) conditions and procedures for the declaration by, and for the oversight of, operators referred to in paragraph 3 and the conditions under which a declaration shall be replaced by a demonstration of capability and means to discharge the responsibilities associated with the privileges of the operator recognised by the issuance of a certificate;</i>	Requirement	NO	
II.8.5.5	<i>(e) conditions for issuing, maintaining, amending, limiting, suspending or revoking the cabin crew attestation referred to in paragraph 4;</i>	Requirement	NO	
II.8.5.6	<i>(f) conditions under which operations shall be prohibited, limited or subject to certain conditions in the interest of safety;</i>	Requirement	NO	
II.8.5.7	<i>(g) how operations of aircraft referred to in point (a)(ii) and points (d) and (h) of Annex II, when used for commercial air transportation, comply with the relevant essential requirements set out in Annex IV and, if applicable, Annex Vb.</i>	Requirement	NO	
II.8.6	<i>6. The measures referred to in paragraph 5 shall:</i>	Requirement	NO	
II.8.6.1	<i>— reflect the state of the art and the best practices in the field of air operations,</i>	Requirement	NO	
II.8.6.2	<i>— define different types of operations and allow for related requirements and compliance demonstrations proportionate to the complexity of operations and the risk involved,</i>	Requirement	NO	
II.8.6.3	<i>— take into account worldwide aircraft experience in service, and scientific and technical progress,</i>	Requirement	NO	
II.8.6.4	<i>— with regard to commercial transportation by aeroplane, and without prejudice to the previous indent, be developed initially on the basis of the common technical requirements and administrative procedures specified in Annex III to Regulation (EEC) No 3922/91,</i>	Requirement	NO	
II.8.6.5	<i>— be based on a risk assessment and shall be proportional to the scale and scope of the operation,</i>	Requirement	NO	
II.8.6.6	<i>— allow for immediate reaction to established causes of accidents and serious incidents,</i>	Requirement	NO	
II.8.6.7	<i>— not impose on aircraft referred to in Article 4(1)(c) requirements which would be incompatible with the ICAO obligations of Member States,</i>	Requirement	NO	
II.8.6.8	<i>— take into account the safety aspects related to ATM/ANS.</i>	Requirement	NO	
II.8a	<b>Article 8a - Aerodromes</b>	Heading		
II.8a.1	<b>1. Aerodromes and aerodrome equipment as well as the operation of aerodromes shall comply with the essential requirements set out in Annex Va and, if applicable, Annex Vb.</b>	Requirement	YES	
II.8a.2	<b>2. The compliance of aerodromes, aerodrome equipment and operation of aerodromes with the essential requirements shall be established in accordance with the following:</b>	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
II.8a.2.1	(a) a certificate shall be required in respect of each aerodrome. The certificate and certification of changes to that certificate shall be issued when the applicant has shown that the aerodrome complies with the aerodrome certification basis set out in point (b), and that the aerodrome has no feature or characteristic making it unsafe for operation. The certificate shall cover the aerodrome, its operation and its safety-related equipment;	Requirement	YES	
II.8a.2.2	(b) the certification basis for an aerodrome shall consist of the following:	Requirement	YES	
II.8a.2.2.1	(i) the applicable certification specifications related to the type of aerodromes;	Requirement	YES	
II.8a.2.2.2	(ii) the provisions for which an equivalent level of safety has been accepted; and	Requirement	YES	
II.8a.2.2.3	(iii) the special detailed technical specifications necessary when the design features of a particular aerodrome or the experience in operation render any of the specifications referred to in point (i) inadequate or inappropriate to ensure conformity with the essential requirements set out in Annex Va;	Requirement	YES	
II.8a.2.3	(c) the measures referred to in paragraph 5 may lay down a requirement of certification in respect of safety-critical aerodrome equipment. The certificate for such equipment shall be issued when the applicant has shown that the equipment complies with the detailed specifications established to ensure compliance with the essential requirements referred to in paragraph 1;	Requirement	YES	
II.8a.2.4	(d) organisations responsible for the operation of aerodromes shall demonstrate their capability and means to discharge the responsibilities associated with their privileges. These capabilities and means shall be recognised through the issuance of the certificate referred to in point (a). They may also be recognised through the issuance of a separate certificate if the Member State where the aerodrome is located so decides. The privileges granted to the certified organisation and the scope of the certificate, including a list of aerodromes to be operated, shall be specified in the certificate;	Requirement	YES	
II.8a.2.5	<i>(e) by way of derogation from point (d), Member States may decide that providers of apron management services shall be allowed to declare their capability and means of discharging the responsibilities associated with the services provided.</i>	Statement		
II.8a.3	3. Member States shall ensure that provisions are in place to safeguard aerodromes against activities and developments in their surroundings which may cause unacceptable risks to aircraft using the aerodrome.	Requirement	YES	
II.8a.4	4. Aerodrome operators shall monitor activities and developments which may cause unacceptable safety risks to aviation in the aerodrome surroundings and take, within their competence, mitigating measures as appropriate.	Requirement	YES	
II.8a.5	5. The measures designed to amend non-essential elements of the requirements referred to in this Article, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(4).	Requirement	YES	
II.8a.5.1	Those measures shall specify in particular:	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
II.8a.5.1.1	(a) the conditions for establishing and notifying to an applicant the certification basis applicable to an aerodrome;	Requirement	YES	
II.8a.5.1.2	(b) the conditions for establishing and notifying to an applicant the detailed specifications applicable to aerodrome equipment;	Requirement	YES	
II.8a.5.1.3	(c) the conditions for issuing, maintaining, amending, suspending or revoking certificates for aerodromes and certificates for aerodrome equipment, including operating limitations related to the specific design of the aerodrome;	Requirement	YES	
II.8a.5.1.4	(d) the conditions for operating an aerodrome in compliance with the essential requirements set out in Annex Va and, if applicable, Annex Vb;	Requirement	YES	
II.8a.5.1.5	(e) the conditions for issuing, maintaining, amending, suspending or revoking the certificates referred to in paragraph 2(d);	Requirement	YES	
II.8a.5.1.6	(f) the responsibilities of the holders of certificates;	Requirement	YES	
II.8a.5.1.7	(g) the conditions for the acceptance and for the conversion of aerodrome certificates issued by Member States, including measures which are already authorised by the Member State concerned on the basis of notified deviations from Annex 14 of the Chicago Convention before the entry into force of this Regulation;	Requirement	YES	
II.8a.5.1.8	(h) the conditions for the decision not to permit exemptions referred to in Article 4(3b), including criteria for cargo aerodromes, the notification of exempted aerodromes and for the review of granted exemptions;	Requirement	YES	
II.8a.5.1.9	(i) the conditions under which operations shall be prohibited, limited or subject to certain conditions in the interest of safety;	Requirement	YES	
II.8a.5.1.10	(j) the conditions and procedures for the declaration by and for the oversight of service providers referred to in paragraph 2(e).	Requirement	YES	
II.8a.6	6. The measures referred to in paragraph 5 shall:	Requirement	YES	
II.8a.6.1	(a) reflect the state of the art and the best practices in the field of aerodromes and take into account the applicable ICAO Standards and Recommended Practices;	Requirement	YES	
II.8a.6.2	(b) be proportionate to the size, traffic, category and complexity of the aerodrome and nature and volume of operations thereon;	Requirement	YES	
II.8a.6.3	(c) take into account worldwide aerodrome operation experience, and scientific and technical progress;	Requirement	YES	
II.8a.6.4	(d) allow for immediate reaction to established causes of accidents and serious incidents;	Requirement	YES	
II.8a.6.5	(e) provide for the necessary flexibility for customised compliance.	Requirement	YES	
II.8b	Article 8b - ATM/ANS	Heading		
II.8b.1	1. Provision of ATM/ANS shall comply with the essential requirements set out in Annex Vb and, as far as practicable, Annex Va.	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
II.8b.2	2. ATM/ANS providers shall be required to hold a certificate. The certificate shall be issued when the provider has demonstrated its capability and means of discharging the responsibilities associated with the provider's privileges. The privileges granted and the scope of the services provided shall be specified in the certificate.	Requirement	NO	
II.8b.3	3. By way of derogation from paragraph 2, Member States may decide that providers of flight information services shall be allowed to declare their capability and means of discharging the responsibilities associated with the services provided.	Statement		
II.8b.4	4. The measures referred to in paragraph 6 may lay down a requirement for certification in respect of organisations engaged in the design, manufacture and maintenance of safety-critical ATM/ANS systems and constituents. The certificate for those organisations shall be issued when they have demonstrated their capability and means of discharging the responsibilities associated with their privileges. The privileges granted shall be specified in the certificate.	Requirement	NO	
II.8b.5	5. The measures referred to in paragraph 6 may lay down a requirement for certification, or alternatively, validation by the ATM/ANS provider, in respect of safety-critical ATM/ANS systems and constituents. The certificate for those systems and constituents shall be issued, or validation shall be given, when the applicant has shown that the systems and constituents comply with the detailed specifications established to ensure compliance with the essential requirements referred to in paragraph 1.	Requirement	NO	
II.8b.6	6. The measures necessary for the implementation of this Article shall be adopted in accordance with the regulatory procedure referred to in Article 5(3) of Regulation (EC) No 549/2004.	Requirement	NO	
II.8b.6.1	Those measures shall specify in particular:	Requirement	NO	
II.8b.6.1.1	(a) the conditions for the provision of ATM/ANS in compliance with the essential requirements set out in Annex Vb and, if applicable, in Annex Va;	Requirement	NO	
II.8b.6.1.2	(b) the conditions for establishing and notifying to an applicant the detailed specifications applicable to ATM/ANS systems and constituents;	Requirement	NO	
II.8b.6.1.3	(c) the conditions for issuing, maintaining, amending, suspending or revoking the certificates referred to in paragraphs 2 and 4;	Requirement	NO	
II.8b.6.1.4	(d) the responsibilities of the holders of certificates;	Requirement	NO	
II.8b.6.1.5	(e) the conditions and procedures for the declaration by, and for the oversight of service providers referred to in paragraph 3;	Requirement	NO	
II.8b.6.1.6	(f) the conditions under which operations shall be prohibited, limited or subject to certain conditions in the interest of safety.	Requirement	NO	
II.8b.7	7. The measures referred to in paragraph 6 shall:	Requirement	NO	
II.8b.7.1	(a) reflect the state of the art and the best practices in the field of ATM/ANS;	Requirement	NO	
II.8b.7.2	(b) be proportionate to the type and complexity of the services provided;	Requirement	NO	



No.	Text	Type	Applicable to project?	Comments
II.8b.7.3	<i>(c) take into account worldwide ATM/ANS experience, and scientific and technical progress;</i>	Requirement	NO	
II.8b.7.4	<i>(d) be developed using as far as practicable the relevant provisions of Regulation (EC) No 549/2004 and of Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (the service provision Regulation) ( 13 ), Regulation (EC) No 551/2004 and Regulation (EC) No 552/2004 of the European Parliament and of the Council of 10 March 2004 on the interoperability of the European Air Traffic Management network (the interoperability Regulation) ( 14 ) and provide for transitional mechanisms to ensure the continuity of certificates already granted under those Regulations; initially they shall include the safety provisions of those Regulations and, where appropriate, in case of future amendments, take into account latest scientific and technical progress;</i>	Requirement	NO	
II.8b.7.5	<i>(e) allow for immediate reaction to established causes of accidents and serious incidents.</i>	Requirement	NO	
II.8c	<b>Article 8c - Air traffic controllers</b>	Heading		
II.8c.1	<i>1. Air traffic controllers as well as persons and organisations involved in the training, testing, checking or medical assessment of air traffic controllers, shall comply with the relevant essential requirements set out in Annex Vb.</i>	Requirement	NO	
II.8c.2	<i>2. Air traffic controllers shall be required to hold a licence and a medical certificate appropriate to the service provided.</i>	Requirement	NO	
II.8c.3	<i>3. The licence referred to in paragraph 2 shall only be issued when the applicant for the licence demonstrates that he or she complies with the rules established to ensure compliance with the essential requirements regarding theoretical knowledge, practical skill, language proficiency and experience as set out in Annex Vb.</i>	Requirement	NO	
II.8c.4	<i>4. The medical certificate referred to in paragraph 2 shall only be issued when the air traffic controller complies with the rules established to ensure compliance with the essential requirements on medical fitness as set out in Annex Vb. The medical certificate may be issued by aero medical examiners or by aero medical centres.</i>	Requirement	NO	
II.8c.5	<i>5. The privileges granted to the air traffic controller and the scope of the licence and the medical certificate shall be specified in such licence and certificate.</i>	Requirement	NO	
II.8c.6	<i>6. The capability of air traffic controller training organisations, aero medical examiners and aero medical centres to discharge the responsibilities associated with their privileges in relation to the issuance of licences and medical certificates shall be recognised by the issuance of a certificate.</i>	Requirement	NO	
II.8c.7	<i>7. A certificate shall be issued to training organisations, aero medical examiners and aero medical centres for air traffic controllers that have demonstrated that they comply with the rules established to ensure compliance with the relevant essential requirements as set out in Annex Vb. The privileges granted by the certificate shall be specified therein.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
II.8c.8	8. Persons responsible for providing practical training or for assessing air traffic controllers' skill shall hold a certificate. The certificate shall be issued when the person concerned has demonstrated that he or she complies with the rules established to ensure compliance with the relevant essential requirements as set out in Annex Vb. The privileges granted by the certificate shall be specified therein.	Requirement	NO	
II.8c.9	9. Synthetic training devices shall comply with the relevant essential requirements set out in Annex Vb.	Requirement	NO	
II.8c.10	10. The measures designed to amend non-essential elements of this Article by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(4).	Requirement	NO	
II.8c.10.1	Those measures shall specify in particular:	Requirement	NO	
II.8c.10.1.1	(a) the different ratings and endorsements for air traffic controllers' licences;	Requirement	NO	
II.8c.10.1.2	(b) the conditions for issuing, maintaining, amending, limiting, suspending or revoking licences, ratings and endorsements for licences, medical certificates, approvals and certificates, and the conditions under which such certificates and approvals need not be requested, while providing for transitional mechanisms to ensure the continuity of approvals and certificates already granted;	Requirement	NO	
II.8c.10.1.3	(c) the privileges and responsibilities of the holders of licences, ratings and endorsements for licences, medical certificates, approvals and certificates;	Requirement	NO	
II.8c.10.1.4	(d) the conditions for the acceptance and for the conversion of air traffic controllers' licences as well as the conditions for the acceptance and for the conversion of national medical certificates into commonly recognised medical certificates.	Requirement	NO	
II.8c.11	11. The measures referred to in paragraph 10 shall reflect the state of the art, including best practices and scientific and technical progress, in the field of air traffic controller training. They shall initially be developed on the basis of the provisions of Directive 2006/23/EC of the European Parliament and of the Council of 5 April 2006 on a Community air traffic controller licence ( 15 ).	Requirement	NO	
II.9	<b>Article 9 - Aircraft used by a third-country operator into, within or out of the Community</b>	Heading		
II.9.1	1. Aircraft referred to in Article 4(1)(d), as well as their crew and their operations, shall comply with applicable ICAO standards. To the extent that there are no such standards, these aircraft and their operations shall comply with the requirements set out in Annexes I, III, IV and, if applicable, Annex Vb, provided these requirements are not in conflict with the rights of third countries under international conventions.	Requirement	NO	
II.9.2	2. Operators engaged in commercial operations using aircraft referred to in paragraph 1 shall demonstrate their capability and means of complying with the requirements specified in paragraph 1.	Requirement	NO	
II.9.2.1	The requirement referred to in the first subparagraph may be satisfied by acceptance of certificates issued by or on behalf of a third country.	Statement		

No.	Text	Type	Applicable to project?	Comments
II.9.2.2	<i>The capabilities and means referred to in the first subparagraph shall be recognised through the issuance of an authorisation. The privileges granted to the operator and the scope of the operations shall be specified in that authorisation.</i>	Requirement	NO	
II.9.3	<i>3. Operators engaged in non-commercial operations of complex motor-powered aircraft using aircraft referred to in paragraph 1 may be required to declare their capability and means of discharging the responsibilities associated with the operation of that aircraft.</i>	Statement		
II.9.4	<i>4. The measures designed to amend non-essential elements of this Article, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(4). Those measures shall specify in particular:</i>	Requirement	NO	
II.9.4.1	<i>(a) how aircraft referred to in Article 4(1)(d), or crew, which do not hold a standard ICAO certificate of airworthiness or licence, may be authorised to operate into, within or out of the Community;</i>	Requirement	NO	
II.9.4.2	<i>(b) conditions to operate an aircraft in compliance with the provisions of paragraph 1;</i>	Requirement	NO	
II.9.4.3	<i>(c) conditions for issuing, maintaining, amending, limiting, suspending or revoking the operator's authorisation referred to in paragraph 2, taking into account the certificates issued by the state of registry or the state of the operator, without prejudice to Regulation (EC) No 2111/2005 and its implementing rules;</i>	Requirement	NO	
II.9.4.4	<i>(d) privileges and responsibilities of the holders of authorisations;</i>	Requirement	NO	
II.9.4.5	<i>(e) conditions and procedures for the declaration by, and for the oversight of, operators referred to in paragraph 3;</i>	Requirement	NO	
II.9.4.6	<i>(f) conditions under which operations shall be prohibited, limited or subject to certain conditions in the interest of safety in accordance with Article 22(1).</i>	Requirement	NO	
II.9.5	<i>5. When adopting the measures referred to in paragraph 4, the Commission shall take specific care that:</i>	Requirement	NO	
II.9.5.1	<i>(a) use is made, as appropriate, of ICAO recommended practices and guidance documents;</i>	Requirement	NO	
II.9.5.2	<i>(b) no requirement exceeds what is required from aircraft referred to in Article 4(1)(b), and from the operators of such aircraft;</i>	Requirement	NO	
II.9.5.3	<i>(c) use is made, where appropriate, of measures issued in accordance with Articles 5(5) and 8(5);</i>	Requirement	NO	
II.9.5.4	<i>(d) the process by which authorisations are obtained is simple, proportionate, cost-effective and efficient in all cases, allowing for requirements and compliance demonstrations proportionate to the complexity of operations and the risk involved. The process shall in particular take account of:</i>	Requirement	NO	
II.9.5.4.1	<i>(i) results of the ICAO Universal Safety Oversight Audit Programme;</i>	Requirement	NO	
II.9.5.4.2	<i>(ii) information from ramp inspections and the Safety Assessment of Foreign Aircraft Programme records; and</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
II.9.5.4.3	<i>(iii) other recognised information on safety aspects with regard to the operator concerned;</i>	Requirement	NO	
II.9.5.5	<i>(e) safety aspects related to ATM/ANS are taken into account.</i>	Requirement	NO	
<b>II.10</b>	<b>Article 10 - Oversight and enforcement</b>	<b>Heading</b>		
II.10.1	<i>1. The Member States, the Commission and the Agency shall cooperate with a view to ensuring compliance with this Regulation and its implementing rules.</i>	Requirement	NO	
II.10.2	<i>2. For the purposes of the implementation of paragraph 1, Member States shall, in addition to their oversight of certificates that they have issued, conduct investigations, including ramp inspections, and shall take any measure, including the grounding of aircraft, to prevent the continuation of an infringement.</i>	Requirement	NO	
II.10.3	<i>3. For the purposes of the implementation of paragraph 1, the Agency shall conduct investigations in accordance with Article 24(2) and Article 55.</i>	Requirement	NO	
II.10.4	<i>4. In order to facilitate the taking of appropriate enforcement action by competent authorities, the Member States, the Commission and the Agency shall exchange information on identified infringements.</i>	Requirement	NO	
II.10.5	<i>5. The measures designed to amend non-essential elements of this Article, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(4). Those measures shall specify in particular:</i>	Requirement	NO	
II.10.5.1	<i>(a) conditions for the collection, exchange and dissemination of information;</i>	Requirement	NO	
II.10.5.2	<i>(b) conditions for conducting ramp inspections, including systematic ones;</i>	Requirement	NO	
II.10.5.3	<i>(c) conditions for the grounding of aircraft that do not comply with the requirements of this Regulation or its implementing rules.</i>	Requirement	NO	
<b>II.11</b>	<b>Article 11 - Recognition of certificates</b>	<b>Heading</b>		
II.11.1	<i>1. Member States shall, without further technical requirements or evaluation, recognise certificates issued in accordance with this Regulation. When the original recognition is for a particular purpose or purposes, any subsequent recognition shall cover only the same purpose or purposes.</i>	Requirement	NO	
II.11.2	<i>2. The Commission, on its own initiative or at the request of a Member State or of the Agency, may initiate the procedure referred to in Article 65(7) to decide whether a certificate issued in accordance with this Regulation effectively complies with this Regulation and its implementing rules.</i>	Statement		
II.11.2.1	<i>In case of non-compliance or ineffective compliance, the Commission shall require the issuer of a certificate to take appropriate corrective action and safeguard measures, such as limitation or suspension of the certificate. Moreover, the provisions of paragraph 1 shall cease to apply to the certificate from the date of the notification of the Commission's decision to the Member States.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
II.11.3	3. When the Commission has sufficient evidence that appropriate corrective action has been taken by the issuer referred to in paragraph 2 to address the case of non-compliance or ineffective compliance and that the safeguard measures are no longer necessary, it shall decide that the provisions of paragraph 1 apply again to this certificate. These provisions shall apply as from the date of the notification of this decision to the Member States.	Requirement	NO	
II.11.4	4. Pending the entry into effect of the measures referred to in Articles 5(5), 7(6) and 9(4) and the expiry of any transition periods provided for by those measures, and without prejudice to Article 69(4), certificates which cannot be issued in accordance with this Regulation may be issued on the basis of the applicable national regulations.	Statement		
II.11.5	5. Pending the entry into effect of the measures referred to in Article 8(5) and the expiry of any transition periods provided for by those measures, and without prejudice to Article 69(4), certificates which cannot be issued in accordance with this Regulation may be issued on the basis of the applicable national regulations.	Statement		
II.11.5a	5a. Pending the entry into effect of the measures referred to in Articles 8a(5) and 8c(10) and the expiry of any transition periods provided for by those measures, and without prejudice to Article 69(4), certificates which cannot be issued in accordance with this Regulation may be issued on the basis of the applicable national regulations.	Statement		
II.11.5b	5b. Pending the entry into effect of the measures referred to in Article 8b(6) and the expiry of any transition periods provided for by those measures, and without prejudice to Article 69(4), certificates which cannot be issued in accordance with this Regulation may be issued on the basis of the applicable national regulations or, where applicable, on the basis of the relevant requirements of Commission Regulation (EC) No 2096/2005 of 20 December 2005 laying down common requirements for the provision of air navigation services ( 16 ).	Statement		
II.11.6	6. The provisions of this Article shall be without prejudice to Regulation (EC) No 2111/2005 and its implementing rules.	Requirement	NO	
II.12	<b>Article 12 - Acceptance of third-country certification</b>	Heading		
II.12.1	1. By way of derogation from the provisions of this Regulation and its implementing rules, the Agency or the aviation authorities in the Member State may issue certificates on the basis of certificates issued by aeronautical authorities of a third country, as provided for in recognition agreements between the Community and that third country.	Statement		
II.12.2	2.	Statement		

No.	Text	Type	Applicable to project?	Comments
II.12.2.1	<i>(a) In the absence of an agreement concluded by the Community, a Member State or the Agency may issue certificates on the basis of certifications issued by the competent authorities of a third country in application of an agreement concluded by that Member State with the third country in question before the entry into force of the related provisions of this Regulation and notified to the Commission and the other Member States. The Agency may also issue such certificates on behalf of any Member State in application of an agreement concluded by one of the Member States with the third country in question.</i>	Statement		
II.12.2.2	<i>(b) If the Commission considers that:</i>	Statement		
II.12.2.2.1	<i>— the provisions of an agreement between a Member State and a third country would not provide for a level of safety equivalent to that specified by this Regulation and its implementing rules, and/or</i>	Statement		
II.12.2.2.2	<i>— such agreement would discriminate among Member States without compelling safety reasons or is contrary to Community foreign policy vis-à-vis a third country,</i>	Statement		
II.12.2.2.3	<i>it may, in accordance with the procedure laid down in Article 65(2), require the Member State concerned to modify the agreement, to suspend its application or to renounce it, in accordance with Article 307 of the Treaty.</i>	Statement		
II.12.2.3	<i>(c) Member States shall take the necessary measures to renounce agreements as soon as possible after the entry into force of an agreement between the Community and the third country in question, for those domains covered by that latter agreement.</i>	Requirement	NO	
II.13	<b>Article 13 - Qualified entities</b>	Heading		
II.13.1	<i>When allocating a specific certification task to a qualified entity, the Agency or the national aviation authority concerned shall ensure that such entity comply with the criteria laid down in Annex V.</i>	Requirement	NO	
II.13.2	<i>Qualified entities shall not issue certificates.</i>	Requirement	NO	
II.14	<b>Article 14 - Flexibility provisions</b>	Heading		
II.14.1	<i>1. The provisions of this Regulation and of its implementing rules shall not prevent a Member State from reacting immediately to a safety problem which involves a product, person or organisation subject to the provisions of this Regulation.</i>	Requirement	NO	
II.14.1.1	<i>The Member State shall immediately notify the Agency, the Commission and the other Member States of the measures taken and the reasons therefor.</i>	Requirement	NO	
II.14.2	<i>2.</i>	Statement		
II.14.2.1	<i>(a) The Agency shall assess whether the safety problem can be addressed within the powers conferred on it in accordance with Article 18(d). In this case it shall, within one month of being notified pursuant to paragraph 1, take the appropriate decision.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
II.14.2.2	<i>(b) If the Agency concludes that the safety problem cannot be addressed in accordance with point (a), it shall, within the period referred to in that point, issue a recommendation in accordance with Article 18(b) as to whether this Regulation or its implementing rules should be amended and whether the notified measures should be withdrawn or maintained.</i>	Requirement	NO	
II.14.3	<i>3. The measures designed to amend non-essential elements of this Regulation, inter alia, by supplementing it, and relating to whether an inadequate level of safety or a shortcoming in this Regulation or its implementing rules justify initiating their amendment and whether the measures adopted pursuant to paragraph 1 may be continued, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(6). In such a case the measures shall be implemented as appropriate by all Member States and the provisions of Article 11 shall apply to such measures. If the measures are found not to be justified, they shall be revoked by the Member State concerned.</i>	Requirement	NO	
II.14.4	<i>4. Member States may grant exemptions from the substantive requirements laid down in this Regulation and its implementing rules in the event of unforeseen urgent operational circumstances or operational needs of a limited duration, provided the level of safety is not adversely affected. The Agency, the Commission and the other Member States shall be notified of any such exemptions as soon as they become repetitive or where they are granted for periods of more than two months.</i>	Requirement	NO	
II.14.5	<i>5. The Agency shall assess whether the exemptions notified by a Member State are less restrictive than the applicable Community provisions and, within one month of being notified thereof, shall issue a recommendation in accordance with Article 18(b) on whether these exemptions comply with the general safety objectives of this Regulation or any other rule of Community law.</i>	Requirement	NO	
II.14.5.1	<i>If an exemption does not comply with the general safety objectives of this Regulation or any other rule of Community law, the Commission shall take a decision not to permit the exemption in accordance with the procedure referred to in Article 65(7). In such a case, the Member State concerned shall revoke the exemption.</i>	Requirement	NO	
II.14.6	<i>6. Where an equivalent level of protection to that attained by the application of the rules implementing this Regulation can be achieved by other means, Member States may, without discrimination on grounds of nationality, grant an approval derogating from those implementing rules.</i>	Statement		
II.14.6.1	<i>In such cases, the Member State concerned shall notify the Agency and the Commission that it intends to grant such an approval, and shall give reasons demonstrating the need to derogate from the rule concerned, as well as the conditions laid down to ensure that an equivalent level of protection is achieved.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
II.14.7	<i>7. Within two months of being notified in accordance with paragraph 6, the Agency shall issue a recommendation in accordance with Article 18(b) on whether an approval proposed in accordance with paragraph 6 fulfils the conditions laid down in that paragraph.</i>	Requirement	NO	
II.14.7.1	<i>The measures designed to amend non-essential elements of this Regulation, by supplementing it, relating to whether a proposed approval may be granted shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(6) within one month of receiving the Agency's recommendation. In such a case, the Commission shall notify its decision to all Member States, which shall also be entitled to apply that measure. The provisions of Article 15 shall apply to the measure in question.</i>	Requirement	NO	
II.15	<b>Article 15 - Information network</b>	Heading		
II.15.1	<i>1. The Commission, the Agency and the national aviation authorities shall exchange any information available to them in the context of the application of this Regulation and its implementing rules. Entities entrusted with the investigation of civil aviation accidents and incidents, or with the analysis of occurrences, are entitled to access to that information.</i>	Requirement	NO	
II.15.2	<i>2. Without prejudice to the public's right of access to the Commission's documents as laid down in Regulation (EC) No 1049/2001, the Commission shall adopt, in accordance with the procedure referred to in Article 65(3), measures for the dissemination to interested parties on its own initiative of the information referred to in paragraph 1 of this Article. These measures, which may be generic or individual, shall be based on the need:</i>	Requirement	NO	
II.15.2.1	<i>(a) to provide persons and organisations with the information they need to improve aviation safety;</i>	Requirement	NO	
II.15.2.2	<i>(b) to limit the dissemination of information to what is strictly required for the purpose of its users, in order to ensure appropriate confidentiality of that information.</i>	Requirement	NO	
II.15.3	<i>3. The national aviation authorities shall, in accordance with their national legislation, take necessary measures to ensure appropriate confidentiality of the information received by them pursuant to paragraph 1.</i>	Requirement	NO	
II.15.4	<i>4. In order to inform the public of the general safety level, a safety review shall be published annually by the Agency. From the entry into force of the measures referred to in Article 10(5), this safety review shall contain an analysis of all information received pursuant to Article 10. This analysis shall be simple and easy to understand and shall indicate whether there are increased safety risks. In this analysis, the sources of information shall not be revealed.</i>	Requirement	NO	
II.16	<b>Article 16 - Protection of the source of information</b>	Heading		



No.	Text	Type	Applicable to project?	Comments
II.16.1	<i>1. Where the information referred to in Article 15(1) is provided by a natural person on a voluntary basis to the Commission or the Agency, the source of such information shall not be revealed. When the information has been provided to a national authority, the source of such information shall be protected in accordance with national legislation.</i>	Requirement	NO	
II.16.2	<i>2. Without prejudice to applicable rules of criminal law, Member States shall refrain from instituting proceedings in respect of unpremeditated or unintentional infringements of the law which come to their attention only because they have been reported pursuant to this Regulation and its implementing rules.</i>	Requirement	NO	
II.16.2.1	<i>This rule shall not apply in cases of gross negligence.</i>	Requirement	NO	
II.16.3	<i>3. Without prejudice to applicable rules of criminal law, and in accordance with the procedures set out in national law and practice, Member States shall ensure that employees who provide information in application of this Regulation and its implementing rules are not subject to any prejudice on the part of their employer.</i>	Requirement	NO	
II.16.3.1	<i>This rule shall not apply in cases of gross negligence.</i>	Requirement	NO	
II.16.4	<i>4. This Article shall apply without prejudice to national rules relating to access to information by judicial authorities.</i>	Requirement	NO	
III	CHAPTER III - THE EUROPEAN AVIATION SAFETY AGENCY	Heading		N/A
III.I	SECTION I - Tasks	Heading		
III.I.17	Article 17 - Establishment and functions of the Agency	Heading		
III.I.17.1	<i>1. For the purpose of the implementation of this Regulation, a European Aviation Safety Agency shall be established.</i>	Requirement	NO	
III.I.17.2	<i>2. For the purposes of ensuring the proper functioning and development of civil aviation safety, the Agency shall:</i>	Requirement	NO	
III.I.17.2.1	<i>(a) undertake any task and formulate opinions on all matters covered by Article 1(1);</i>	Requirement	NO	
III.I.17.2.2	<i>(b) assist the Commission by preparing measures to be taken for the implementation of this Regulation. Where these comprise technical rules and in particular rules relating to construction, design and operational aspects, the Commission may not change their content without prior coordination with the Agency. The Agency shall also provide the Commission with the necessary technical, scientific and administrative support to carry out its tasks;</i>	Requirement	NO	
III.I.17.2.3	<i>(c) take the necessary measures within the powers conferred on it by this Regulation or other Community legislation;</i>	Requirement	NO	
III.I.17.2.4	<i>(d) conduct inspections and investigations as necessary to fulfil its tasks;</i>	Requirement	NO	
III.I.17.2.5	<i>(e) in its fields of competence, carry out, on behalf of Member States, functions and tasks ascribed to them by applicable international conventions, in particular the Chicago Convention.</i>	Requirement	NO	
III.I.18	Article 18 - Agency measures	Heading		
III.I.18.1	<i>The Agency shall, where appropriate:</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
III.I.18.1.1	<i>(a) issue opinions addressed to the Commission;</i>	Requirement	NO	
III.I.18.1.2	<i>(b) issue recommendations addressed to the Commission for the application of Article 14;</i>	Requirement	NO	
III.I.18.1.3	<i>(c) issue certification specifications and acceptable means of compliance, as well as any guidance material for the application of this Regulation and its implementing rules;</i>	Requirement	NO	
III.I.18.1.4	<i>(d) take the appropriate decisions for the application of Articles 20, 21, 22, 22a, 22b, 23, 54 and 55 including the granting of exemptions to holders of certificates it has issued, from the substantive requirements laid down in this Regulation and its implementing rules in the event of unforeseen urgent operational circumstances or operational needs of a limited duration, provided that the level of safety is not affected, that they are granted for a period not exceeding two months, that they are notified to the Commission and that they are not renewed;</i>	Requirement	NO	
III.I.18.1.5	<i>(e) issue the reports following standardisation inspections carried out pursuant to Articles 24(1) and 54.</i>	Requirement	NO	
III.I.19	<b>Article 19 - Opinions, certification specifications and guidance material</b>	Heading		
III.I.19.1	<i>1. In order to assist the Commission in the preparation of proposals for basic principles, applicability and essential requirements to be presented to the European Parliament and to the Council and the adoption of the implementing rules, the Agency shall prepare drafts thereof. These drafts shall be submitted by the Agency as opinions to the Commission.</i>	Requirement	NO	
III.I.19.2	<i>2. The Agency shall, in accordance with Article 52 and the implementing rules adopted by the Commission, develop:</i>	Requirement	NO	
III.I.19.2.1	<i>(a) certification specifications and acceptable means of compliance; and</i>	Requirement	NO	
III.I.19.2.2	<i>(b) guidance material;</i>	Requirement	NO	
III.I.19.2.3	<i>to be used in the certification process.</i>	Requirement	NO	
III.I.19.2.4	<i>These documents shall reflect the state of the art and the best practices in the fields concerned and be updated taking into account worldwide aircraft experience in service, and scientific and technical progress.</i>	Requirement	NO	
III.I.20	<b>Article 20 - Airworthiness and environmental certification</b>	Heading		
III.I.20.1	<i>1. With regard to the products, parts and appliances referred to in Article 4(1)(a) and (b), the Agency shall, where applicable and as specified in the Chicago Convention or its Annexes, carry out on behalf of Member States the functions and tasks of the state of design, manufacture or registry when related to design approval. To that end, it shall in particular:</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
III.I.20.1.1	<i>(a) for each product for which a type-certificate or a change to a type-certificate is requested, establish and notify the type-certification basis. That certification basis consists of the applicable airworthiness code, the provisions for which an equivalent level of safety has been accepted and the special detailed technical specifications necessary when the design features of a particular product or the experience in operation render any of the airworthiness code provisions inadequate or inappropriate to ensure conformity with essential requirements;</i>	Requirement	NO	
III.I.20.1.2	<i>(b) for each product for which a restricted certificate of airworthiness is requested, establish and notify the specific airworthiness specifications;</i>	Requirement	NO	
III.I.20.1.3	<i>(c) for each part or appliance for which a certificate is requested, establish and notify the detailed airworthiness specifications;</i>	Requirement	NO	
III.I.20.1.4	<i>(d) for each product for which environmental certification is required in accordance with Article 6, establish and notify the appropriate environmental requirements;</i>	Requirement	NO	
III.I.20.1.5	<i>(e) conduct, itself or through national aviation authorities or qualified entities, investigations associated with products, parts and appliances certification;</i>	Requirement	NO	
III.I.20.1.6	<i>(f) issue the appropriate type-certificates or associated changes;</i>	Requirement	NO	
III.I.20.1.7	<i>(g) issue certificates for parts and appliances;</i>	Requirement	NO	
III.I.20.1.8	<i>(h) issue the appropriate environmental certificates;</i>	Requirement	NO	
III.I.20.1.9	<i>(i) amend, suspend or revoke the relevant certificate when the conditions according to which it was issued are no longer fulfilled or if the legal or natural person holding the certificate fails to fulfil the obligations imposed on it by this Regulation or its implementing rules;</i>	Requirement	NO	
III.I.20.1.10	<i>(j) ensure the continuing airworthiness functions associated with the products, parts and appliances which are under its oversight, including reacting without undue delay to a safety problem and issuing and disseminating the applicable mandatory information;</i>	Requirement	NO	
III.I.20.1.11	<i>(k) for aircraft for which a permit to fly is to be issued, establish airworthiness standards and procedures to comply with Article 5(4)(a);</i>	Requirement	NO	
III.I.20.1.12	<i>(l) issue permits to fly to aircraft for the purpose of certification under the control of the Agency, in agreement with the Member State in which the aircraft is registered or is to be registered.</i>	Requirement	NO	
III.I.20.2	<b>2. With regard to organisations, the Agency shall:</b>	Requirement	NO	
III.I.20.2.1	<i>(a) conduct, itself or through national aviation authorities or qualified entities, inspections and audits of the organisations it certifies;</i>	Requirement	NO	
III.I.20.2.2	<i>(b) issue and renew the certificates of:</i>	Requirement	NO	
III.I.20.2.2.1	<i>(i) design organisations; or</i>	Requirement	NO	
III.I.20.2.2.2	<i>(ii) production organisations located within the territory of the Member States, if requested by the Member State concerned; or</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
III.I.20.2.2.3	<i>(iii) production and maintenance organisations located outside the territory of the Member States;</i>	Requirement	NO	
III.I.20.2.3	<i>(c) amend, suspend or revoke the relevant organisation certificate when the conditions according to which it was issued are no longer fulfilled, or if the organisation concerned fails to fulfil the obligations imposed on it by this Regulation or its implementing rules.</i>	Requirement	NO	
III.I.21	<b>Article 21 - Pilot certification</b>	Heading		
III.I.21.1	<i>1. With regard to the personnel and organisations referred to in Article 7(1), the Agency shall:</i>	Requirement	NO	
III.I.21.1.1	<i>(a) conduct, itself or through national aviation authorities or qualified entities, investigations and audits of the organisations it certifies and, where relevant, their personnel;</i>	Requirement	NO	
III.I.21.1.2	<i>(b) issue and renew the certificates of pilot training organisations and aero-medical centres located outside the territory of the Member States and, where relevant, their personnel;</i>	Requirement	NO	
III.I.21.1.3	<i>(c) amend, limit, suspend or revoke the relevant certificate when the conditions according to which it was issued by it are no longer fulfilled, or if the legal or natural person holding the certificate fails to fulfil the obligations imposed on it by this Regulation or its implementing rules.</i>	Requirement	NO	
III.I.21.2	<i>2. With regard to the flight simulation training devices referred to in Article 7(1), the Agency shall:</i>	Requirement	NO	
III.I.21.2.1	<i>(a) conduct, itself or through national aviation authorities or qualified entities, technical inspections of the devices it certifies;</i>	Requirement	NO	
III.I.21.2.2	<i>(b) issue and renew the certificates of:</i>	Requirement	NO	
III.I.21.2.2.1	<i>(i) flight simulation training devices used by training organisations certified by the Agency; or</i>	Requirement	NO	
III.I.21.2.2.2	<i>(ii) flight simulation training devices located within the territory of the Member States, if requested by the Member State concerned;</i>	Requirement	NO	
III.I.21.2.2.3	<i>(iii) flight simulation training devices located outside the territory of the Member States;</i>	Requirement	NO	
III.I.21.2.3	<i>(c) amend, limit, suspend or revoke the relevant certificate when the conditions according to which it was issued are no longer fulfilled, or if the legal or natural person holding the certificate fails to fulfil the obligations imposed on it by this Regulation or its implementing rules.</i>	Requirement	NO	
III.I.22	<b>Article 22 - Air operation certification</b>	Heading		
III.I.22.1	<i>1. The Agency shall react without undue delay to a problem affecting the safety of air operations by determining corrective action and by disseminating related information, including to the Member States.</i>	Requirement	NO	
III.I.22.2	<i>2. With regard to flight time limitation:</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
III.I.22.2.1	<i>(a) the Agency shall issue the applicable certification specifications to ensure compliance with essential requirements and, as appropriate, the related implementing rules. Initially, the implementing rules shall include all substantive provisions of Subpart Q of Annex III to Regulation (EEC) No 3922/91, taking into account the latest scientific and technical evidence;</i>	Requirement	NO	
III.I.22.2.2	<i>(b) a Member State may approve individual flight time specification schemes which deviate from the certification specifications referred to in point (a). In this case the Member State shall without delay notify the Agency, the Commission and the other Member States that it intends to grant approval for such an individual scheme;</i>	Requirement	NO	
III.I.22.2.3	<i>(c) upon notification the Agency shall, within one month, assess the individual scheme on the basis of a scientific and medical evaluation. Thereafter the Member State concerned may grant the approval as notified, unless the Agency has discussed the scheme with that Member State and proposed changes thereto. Should the Member State agree with these changes, it may grant the approval accordingly;</i>	Requirement	NO	
III.I.22.2.4	<i>(d) in the event of unforeseen urgent operational circumstances or operational needs of limited duration and non-repetitive nature, derogations to certification specifications may apply provisionally until the Agency expresses its opinion;</i>	Requirement	NO	
III.I.22.2.5	<i>(e) should a Member State disagree with the Agency's conclusions concerning an individual scheme, it shall refer the issue to the Commission to decide whether that scheme complies with the safety objectives of this Regulation, in accordance with the procedure referred to in Article 65(3);</i>	Requirement	NO	
III.I.22.2.6	<i>(f) the contents of individual schemes which are acceptable to the Agency, or on which the Commission has taken a positive decision in accordance with point (e), shall be published.</i>	Requirement	NO	
III.I.22a	<b>Article 22a - ATM/ANS</b>	Heading		
III.I.22a.1	<i>With regard to ATM/ANS referred to in Article 4(3c) the Agency shall:</i>	Requirement	NO	
III.I.22a.1.1	<i>(a) conduct, itself or through national aviation authorities or qualified entities, inspections, and audits of the organisations it certifies;</i>	Requirement	NO	
III.I.22a.1.2	<i>(b) issue and renew certificates of organisations located outside the territory subject to the provisions of the Treaty, responsible for providing services in the airspace of the territory to which the Treaty applies;</i>	Requirement	NO	
III.I.22a.1.3	<i>(c) issue and renew certificates of organisations providing pan-European services;</i>	Requirement	NO	
III.I.22a.1.4	<i>(d) amend, suspend or revoke the relevant certificate, when the conditions according to which it was issued are no longer fulfilled or if the holder of the certificate fails to fulfil the obligations imposed on it by this Regulation or by its implementing rules.</i>	Requirement	NO	
III.I.22b	<b>Article 22b - Air traffic controller certification</b>	Heading		
III.I.22b.1	<i>With regard to the persons and organisations referred to in Article 8c(1), the Agency shall:</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
III.I.22b.1.1	<i>(a) conduct, itself or through national aviation authorities or qualified entities, investigations and audits of the organisations it certifies and, where relevant, their personnel;</i>	Requirement	NO	
III.I.22b.1.2	<i>(b) issue and renew the certificates of air traffic controller training organisations located outside the territory of the Member States and, where relevant, their personnel;</i>	Requirement	NO	
III.I.22b.1.3	<i>(c) amend, suspend or revoke the relevant certificate when the conditions according to which it was issued by it are no longer fulfilled, or if the legal or natural person holding the certificate fails to fulfil the obligations imposed on it by this Regulation or its implementing rules.</i>	Requirement	NO	
III.I.23	<b>Article 23 - Third-country operators</b>	Heading		
III.I.23.1	<i>1. With regard to operators of aircraft referred to in Article 4(1)(d) engaged in commercial operations, the Agency shall:</i>	Requirement	NO	
III.I.23.1.1	<i>(a) conduct, itself or through national aviation authorities or qualified entities, investigations and audits;</i>	Requirement	NO	
III.I.23.1.2	<i>(b) issue and renew the authorisations referred to in Article 9(2), unless a Member State carries out the functions and tasks of the state of operator in respect of these operators;</i>	Requirement	NO	
III.I.23.1.3	<i>(c) amend, limit, suspend or revoke the relevant authorisation when the conditions according to which it was issued by it are no longer fulfilled, or if the organisation concerned fails to fulfil the obligations imposed on it by this Regulation or its implementing rules.</i>	Requirement	NO	
III.I.23.2	<i>2. With regard to operators of aircraft referred to in Article 4(1)(d) not engaged in commercial operations, the Agency shall:</i>	Requirement	NO	
III.I.23.2.1	<i>(a) receive the declarations referred to in Article 9(3); and</i>	Requirement	NO	
III.I.23.2.2	<i>(b) conduct, itself or through national aviation authorities or qualified entities, the oversight of operators from which it has received a declaration.</i>	Requirement	NO	
III.I.23.3	<i>3. With regard to aircraft referred to in Article 4(1)(d), the Agency shall issue authorisations in accordance with Article 9(4)(a).</i>	Requirement	NO	
III.I.24	<b>Article 24 - Monitoring the application of the rules</b>	Heading		
III.I.24.1	<i>1. The Agency shall conduct standardisation inspections in the fields covered by Article 1(1), in order to monitor the application by national competent authorities of this Regulation and of its implementing rules, and shall report to the Commission.</i>	Requirement	NO	
III.I.24.2	<i>2. The Agency shall conduct investigations of undertakings to monitor the application of this Regulation and its implementing rules.</i>	Requirement	NO	
III.I.24.3	<i>3. The Agency shall assess the impact of the implementation of this Regulation and its implementing rules, having regard to the objectives set out in Article 2.</i>	Requirement	NO	
III.I.24.4	<i>4. The Agency shall be consulted on, and issue recommendations to the Commission for, the application of Article 14.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
III.I.24.5	5. <i>The working methods of the Agency for conducting the tasks referred to in paragraphs 1, 3 and 4 shall be subject to requirements to be adopted in accordance with the procedure referred to in Article 65(2), taking into account the principles laid down in Articles 52 and 53.</i>	Requirement	NO	
III.I.25	<b>Article 25 - Fines and periodic penalty payments</b>	Heading		
III.I.25.1	1. <i>Without prejudice to Articles 20 and 55, at the Agency's request the Commission may:</i>	Requirement	NO	
III.I.25.1.1	(a) <i>impose on the persons and the undertakings to which the Agency has issued a certificate, fines, where, intentionally or negligently, the provisions of this Regulation and its implementing rules have been breached;</i>	Requirement	NO	
III.I.25.1.2	(b) <i>impose, on the persons and undertakings to which the Agency has issued a certificate, periodic penalty payments, calculated from the date set in the decision, in order to compel those persons and undertakings to comply with the provisions of this Regulation and its implementing rules.</i>	Requirement	NO	
III.I.25.2	2. <i>The fines and periodic penalty payments referred to in paragraph 1 shall be dissuasive and proportionate to both the gravity of the case and the economic capacity of the certificate holder concerned, taking into particular account the extent to which safety has been compromised. The amount of the fines shall not exceed 4 % of the annual income or turnover of the certificate holder. The amount of the periodic penalty shall not exceed 2,5 % of the average daily income or turnover of the certificate holder.</i>	Requirement	NO	
III.I.25.3	3. <i>The Commission shall adopt, in accordance with the procedure laid down in Article 65(3), the detailed rules for the implementation of this Article. In doing so, it shall specify in particular:</i>	Requirement	NO	
III.I.25.3.1	(a) <i>detailed criteria for establishing the amount of the fine or periodic penalty payment; and</i>	Requirement	NO	
III.I.25.3.2	(b) <i>procedures for enquiries, associated measures and reporting, as well as rules of procedure for decision-making, including provisions on rights of defence, access to file, legal representation, confidentiality and temporal provisions and the quantification and collection of fines and periodic penalty payments.</i>	Requirement	NO	
III.I.25.4	4. <i>The Court of Justice of the European Communities shall have unlimited jurisdiction to review decisions whereby the Commission has fixed a fine or periodic penalty payment. It may cancel, reduce or increase the fine or periodic penalty payment imposed.</i>	Requirement	NO	
III.I.25.5	5. <i>Decisions taken pursuant to paragraph 1 shall not be of a criminal law nature.</i>	Requirement	NO	
III.I.26	<b>Article 26 - Research</b>	Heading		
III.I.26.1	1. <i>The Agency may develop and finance research in so far as is strictly related to the improvement of activities in its field of competence, without prejudice to Community law.</i>	Requirement	NO	
III.I.26.2	2. <i>The Agency shall coordinate its research and development activities with those of the Commission and the Member States so as to ensure that policies and actions are mutually consistent.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
III.I.26.3	3. <i>The results of research funded by the Agency shall be published, provided the Agency does not classify them as confidential.</i>	Requirement	NO	
III.I.27	<b>Article 27 - International relations</b>	Heading		
III.I.27.1	1. <i>The Agency shall assist the Community and the Member States in their relations with third countries in accordance with the relevant Community law. It shall, in particular, assist in the harmonising of rules and mutual recognition regarding approvals attesting the satisfactory application of rules.</i>	Requirement	NO	
III.I.27.2	2. <i>The Agency may cooperate with the aeronautical authorities of third countries and the international organisations competent in matters covered by this Regulation in the framework of working arrangements concluded with those bodies, in accordance with the relevant provisions of the Treaty. Such arrangements shall have received the Commission's prior approval.</i>	Requirement	NO	
III.I.27.3	3. <i>The Agency shall assist Member States to respect their international obligations, in particular those under the Chicago Convention.</i>	Requirement	NO	
III.II	<b>SECTION II - Internal structure</b>	Heading		
III.II.28	<b>Article 28 - Legal status, location, local offices</b>	Heading		
III.II.28.1	1. <i>The Agency shall be a body of the Community. It shall have legal personality.</i>	Requirement	NO	
III.II.28.2	2. <i>In each of the Member States, the Agency shall enjoy the most extensive legal capacity accorded to legal persons under their laws. It may, in particular, acquire or dispose of movable and immovable property and may be a party to legal proceedings.</i>	Requirement	NO	
III.II.28.3	3. <i>The Agency may establish its own local offices in the Member States, subject to their consent.</i>	Requirement	NO	
III.II.28.4	4. <i>The Agency shall be represented by its Executive Director.</i>	Requirement	NO	
III.II.29	<b>Article 29 - Staff</b>	Heading		
III.II.29.1	1. <i>The Staff Regulations of Officials of the European Communities, the Conditions of Employment of Other Servants of the European Communities and the rules adopted jointly by the institutions of the European Communities for purposes of the application of those Staff Regulations and Conditions of Employment shall apply to the staff of the Agency, without prejudice to the application of Article 39 of this Regulation to the members of the Board of Appeal.</i>	Requirement	NO	
III.II.29.2	2. <i>Without prejudice to Article 42, the powers conferred on the appointing authority by the Staff Regulations and the Conditions of Employment shall be exercised by the Agency in respect of its own staff.</i>	Requirement	NO	
III.II.29.3	3. <i>The Agency's staff shall consist of a strictly limited number of officials assigned or seconded by the Commission or Member States to carry out management duties. The remaining staff shall consist of other employees recruited by the Agency as necessary to carry out its tasks.</i>	Requirement	NO	
III.II.30	<b>Article 30 - Privileges and immunities</b>	Heading		



No.	Text	Type	Applicable to project?	Comments
III.II.30.1	<i>The Protocol on the Privileges and Immunities of the European Communities annexed to the Treaties establishing the European Community and the European Atomic Energy Community shall apply to the Agency.</i>	Requirement	NO	
III.II.31	<b>Article 31 - Liability</b>	Heading		
III.II.31.1	<i>1. The contractual liability of the Agency shall be governed by the law applicable to the contract in question.</i>	Requirement	NO	
III.II.31.2	<i>2. The Court of Justice of the European Communities shall have jurisdiction to give judgment pursuant to any arbitration clause contained in a contract concluded by the Agency.</i>	Requirement	NO	
III.II.31.3	<i>3. In the case of non-contractual liability, the Agency shall, in accordance with the general principles common to the laws of the Member States, make good any damage caused by its services or by its servants in the performance of their duties.</i>	Requirement	NO	
III.II.31.4	<i>4. The Court of Justice of the European Communities shall have jurisdiction in disputes relating to compensation for any damage as referred to in paragraph 3.</i>	Requirement	NO	
III.II.31.5	<i>5. The personal liability of its servants towards the Agency shall be governed by the provisions laid down in the Staff Regulations or Conditions of Employment applicable to them.</i>	Requirement	NO	
III.II.32	<b>Article 32 - Publication of documents</b>	Heading		
III.II.32.1	<i>1. Without prejudice to decisions taken on the basis of Article 290 of the Treaty, the following documents shall be produced in all official languages of the Community:</i>	Requirement	NO	
III.II.32.1.a	<i>(a) the safety review referred to in Article 15(4);</i>	Requirement	NO	
III.II.32.1.a	<i>(b) opinions addressed to the Commission pursuant to Article 19(1);</i>	Requirement	NO	
III.II.32.1.a	<i>(c) the annual general report and programme of work referred to in Article 33(2)(b) and (c) respectively.</i>	Requirement	NO	
III.II.32.2	<i>2. The translation services required for the functioning of the Agency shall be provided by the Translation Centre for bodies of the European Union.</i>	Requirement	NO	
III.II.33	<b>Article 33 - Powers of the Management Board</b>	Heading		
III.II.33.1	<i>1. The Agency shall have a Management Board.</i>	Requirement	NO	
III.II.33.2	<i>2. The Management Board shall:</i>	Requirement	NO	
III.II.33.2.1	<i>(a) appoint the Executive Director, and the Directors on a proposal from the Executive Director, in accordance with Article 39;</i>	Requirement	NO	
III.II.33.2.2	<i>(b) adopt the annual general report on the Agency's activities and forward it by 15 June at the latest to the European Parliament, the Council, the Commission, the Court of Auditors and the Member States; acting on behalf of the Agency, it shall forward annually to the European Parliament and the Council (hereinafter referred to as budgetary authority) any information relevant to the outcome of the evaluation procedures, in particular, information concerning the effects or consequences of changes in the tasks assigned to the Agency;</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
III.II.33.2.3	<i>(c) before 30 November each year, and after receiving the opinion of the Commission, adopt the Agency's programme of work for the coming year and forward it to the European Parliament, the Council, the Commission and the Member States; this programme of work shall be adopted without prejudice to the annual Community budgetary procedure and the Community legislative programme in relevant areas of aviation safety; the opinion of the Commission shall be attached to the programme of work;</i>	Requirement	NO	
III.II.33.2.4	<i>(d) adopt guidelines for the allocation of certification tasks to national aviation authorities and qualified entities in agreement with the Commission;</i>	Requirement	NO	
III.II.33.2.5	<i>(e) establish procedures for making decisions by the Executive Director as referred to in Articles 52 and 53;</i>	Requirement	NO	
III.II.33.2.6	<i>(f) carry out its functions relating to the Agency's budget pursuant to Articles 59, 60 and 63;</i>	Requirement	NO	
III.II.33.2.7	<i>(g) appoint the members of the Board of Appeal pursuant to Article 41;</i>	Requirement	NO	
III.II.33.2.8	<i>(h) exercise disciplinary authority over the Executive Director and over the Directors in agreement with the Executive Director;</i>	Requirement	NO	
III.II.33.2.9	<i>(i) give its opinion on the measures relating to fees and charges as referred to in Article 64(1);</i>	Requirement	NO	
III.II.33.2.10	<i>(j) establish its Rules of Procedure;</i>	Requirement	NO	
III.II.33.2.11	<i>(k) decide on the linguistic arrangements for the Agency;</i>	Requirement	NO	
III.II.33.2.12	<i>(l) complement, where appropriate, the list of documents referred to in Article 32(1);</i>	Requirement	NO	
III.II.33.2.13	<i>(m) establish the organisational structure of the Agency and adopt the Agency's staffing policy.</i>	Requirement	NO	
III.II.33.3	3. <i>The Management Board may advise the Executive Director on any matter strictly related to the strategic development of aviation safety, including research as defined in Article 26.</i>	Requirement	NO	
III.II.33.4	4. <i>The Management Board shall establish an advisory body of interested parties, which it shall consult prior to making decisions in the fields referred to in paragraph 2(c), (e), (f) and (i). The Management Board may also decide to consult the advisory body on other issues referred to in paragraphs 2 and 3. The Management Board shall not be bound by the opinion of the advisory body.</i>	Requirement	NO	
III.II.33.5	5. <i>The Management Board may establish working bodies to assist in carrying out its functions, including the preparation of its decisions and monitoring the implementation thereof.</i>	Requirement	NO	
III.II.34	Article 34 - Composition of the Management Board	Heading		

No.	Text	Type	Applicable to project?	Comments
III.II.34.1	<i>1. The Management Board shall be composed of one representative of each Member State and one representative of the Commission. Members shall be selected on the basis of their recognised experience and commitment in the field of civil aviation, their managerial capabilities and their expertise, which are to be used to further the objectives of this Regulation. The competent committee of the European Parliament shall be fully informed accordingly.</i>	Requirement	NO	
III.II.34.1.1	<i>Each Member State shall appoint a member of the Management Board as well as an alternate who will represent the member in his/her absence. The Commission shall also designate its representative and alternate. The duration of the terms of office shall be five years. This term of office shall be renewable.</i>	Requirement	NO	
III.II.34.2	<i>2. Where appropriate, the participation of representatives of European third countries and the conditions of such participation shall be established in the arrangements referred to in Article 66.</i>	Requirement	NO	
III.II.34.3	<i>3. The advisory body referred to in Article 33(4) shall appoint four of its members to participate as observers in the Management Board. They shall represent, as broadly as possible, the different views represented in the advisory body. The duration of their term of office shall be 30 months, renewable once.</i>	Requirement	NO	
III.II.35	<b>Article 35 - Chairmanship of the Management Board</b>	Heading		
III.II.35.1	<i>1. The Management Board shall elect a Chairperson and a Deputy Chairperson from among its members. The Deputy Chairperson shall ex officio replace the Chairperson in the event of his/her being prevented from attending to his/her duties.</i>	Requirement	NO	
III.II.35.2	<i>2. The terms of office of the Chairperson and Deputy Chairperson shall expire when their membership of the Management Board ceases. Subject to this, the duration of the terms of office of the Chairperson and Deputy Chairperson shall be three years. These terms of office shall be renewable once.</i>	Requirement	NO	
III.II.36	<b>Article 36 - Meetings</b>	Heading		
III.II.36.1	<i>1. Meetings of the Management Board shall be convened by its Chairperson.</i>	Requirement	NO	
III.II.36.2	<i>2. The Executive Director of the Agency shall take part in the deliberations.</i>	Requirement	NO	
III.II.36.3	<i>3. The Management Board shall hold at least two ordinary meetings a year. In addition it shall meet at the instance of the Chairperson or at the request of at least one third of its members.</i>	Requirement	NO	
III.II.36.4	<i>4. The Management Board may invite any person whose opinion might be of interest to attend its meetings as an observer.</i>	Requirement	NO	
III.II.36.5	<i>5. The members of the Management Board may, subject to the provisions of its Rules of Procedure, be assisted by advisers or experts.</i>	Requirement	NO	
III.II.36.6	<i>6. The secretariat of the Management Board shall be provided by the Agency.</i>	Requirement	NO	
III.II.37	<b>Article 37 - Voting</b>	Heading		

No.	Text	Type	Applicable to project?	Comments
III.II.37.1	1. Without prejudice to Article 39(1), the Management Board shall take its decisions by a two-thirds majority of its members. At the request of a member of the Management Board, the decision referred to in Article 33(2)(k) shall be taken by unanimity.	Requirement	NO	
III.II.37.2	2. Each member designated pursuant to Article 34(1) shall have one vote. In the absence of a Member, his/her alternate shall be entitled to exercise his/her right to vote. Neither observers nor the Executive Director of the Agency shall vote.	Requirement	NO	
III.II.37.3	3. The Rules of Procedure shall establish more detailed voting arrangements, in particular the conditions under which a member may act on behalf of another member as well as any quorum requirements, where appropriate.	Requirement	NO	
III.II.38	<b>Article 38 - Functions and powers of the Executive Director</b>	Heading		
III.II.38.1	1. The Agency shall be managed by its Executive Director, who shall be completely independent in the performance of his/her duties. Without prejudice to the competencies of the Commission and the Management Board, the Executive Director shall neither seek nor take instructions from any government or from any other body.	Requirement	NO	
III.II.38.2	2. The European Parliament or the Council may invite the Executive Director to report on the carrying out of his/her tasks.	Requirement	NO	
III.II.38.3	3. The Executive Director shall have the following functions and powers:	Requirement	NO	
III.II.38.3.1	(a) to approve the measures of the Agency as defined in Article 18 within the limits specified by this Regulation, its implementing rules and any applicable law;	Requirement	NO	
III.II.38.3.2	(b) to decide on inspections and investigations as provided for in Articles 54 and 55;	Requirement	NO	
III.II.38.3.3	(c) to allocate certification tasks to national aviation authorities or qualified entities according to guidelines set by the Management Board;	Requirement	NO	
III.II.38.3.4	(d) to undertake any international functions and technical cooperation with third countries pursuant to Article 27;	Requirement	NO	
III.II.38.3.5	(e) to take all necessary steps, including the adoption of internal administrative instructions and the publication of notices, to ensure the functioning of the Agency in accordance with the provisions of this Regulation;	Requirement	NO	
III.II.38.3.6	(f) to prepare each year a draft general report and submit it to the Management Board;	Requirement	NO	
III.II.38.3.7	(g) to exercise in respect of the Agency's staff the powers laid down in Article 29(2);	Requirement	NO	
III.II.38.3.8	(h) to draw up estimates of the revenues and expenditure of the Agency pursuant to Article 59, and to implement the budget pursuant to Article 60;	Requirement	NO	
III.II.38.3.9	(i) to delegate his/her powers to other members of the Agency's staff subject to rules to be adopted in accordance with the procedure referred to in Article 65(2);	Requirement	NO	
III.II.38.3.10	(j) with the consent of the Management Board, to take decisions regarding the establishment of local offices in the Member States in accordance with Article 28(3);	Requirement	NO	
III.II.38.3.11	(k) to prepare and to implement the annual programme of work;	Requirement	NO	
III.II.38.3.12	(l) to respond to requests for assistance from the Commission.	Requirement	NO	
III.II.39	<b>Article 39 - Appointment of senior officials</b>	Heading		

No.	Text	Type	Applicable to project?	Comments
III.II.39.1	<i>1. The Executive Director shall be appointed on grounds of merit and of documented competence and experience relevant for civil aviation. The Executive Director shall be appointed or dismissed by the Management Board on a proposal from the Commission. The Management Board shall take its decision by a three-quarters majority of its members. Before being appointed, the candidate selected by the Management Board may be asked to make a declaration before the competent committee or committees of the European Parliament and answer questions from its, or their, members.</i>	Requirement	NO	
III.II.39.2	<i>2. The Executive Director may be assisted by one or more Directors. If the Executive Director is absent or indisposed, one of the Directors shall take his/her place.</i>	Requirement	NO	
III.II.39.3	<i>3. The Directors of the Agency shall be appointed on grounds of professional competence relevant for civil aviation. The Directors shall be appointed or dismissed by the Management Board on a proposal from the Executive Director.</i>	Requirement	NO	
III.II.39.4	<i>4. The terms of office of the Executive Director and the Directors shall be five years. The term of office of the Directors shall be renewable and the term of office of the Executive Director shall be renewable only once.</i>	Requirement	NO	
III.II.40	<b>Article 40 - Powers of the Boards of Appeal</b>	Heading		
III.II.40.1	<i>1. One or more Boards of Appeal shall be established within the Agency.</i>	Requirement	NO	
III.II.40.2	<i>2. The Board or Boards of Appeal shall be responsible for deciding on appeals against the decisions referred to in Article 44.</i>	Requirement	NO	
III.II.40.3	<i>3. The Board or Boards of Appeal shall be convened as necessary. The number of boards of Appeal and the work allocated to it or them shall be determined by the Commission acting in accordance with the procedure referred to in Article 65(3).</i>	Requirement	NO	
III.II.41	<b>Article 41 - Composition of the Boards of Appeal</b>	Heading		
III.II.41.1	<i>1. A Board of Appeal shall consist of a Chairperson and two other members.</i>	Requirement	NO	
III.II.41.2	<i>2. The Chairperson and the other members shall have alternates to represent them in their absence.</i>	Requirement	NO	
III.II.41.3	<i>3. The Chairperson, the other members and their alternates shall be appointed by the Management Board from a list of qualified candidates adopted by the Commission.</i>	Requirement	NO	
III.II.41.4	<i>4. Where the Board of Appeal considers that the nature of the appeal so requires, it may call up to two further members from the list referred to in paragraph 3.</i>	Requirement	NO	
III.II.41.5	<i>5. The qualifications required for the members of each Board of Appeal, the powers of individual members in the preparatory phase of decisions and the voting conditions shall be determined by the Commission acting in accordance with the procedure referred to in Article 65(3).</i>	Requirement	NO	
III.II.42	<b>Article 42 - Members of the Board of Appeal</b>	Heading		
III.II.42.1	<i>1. The term of office of the members of a Board of Appeal, including the Chairperson and any alternates, shall be five years. This term shall be renewable.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
III.II.42.2	<i>2. The members of a Board of Appeal shall be independent. In making their decisions they shall not be bound by any instructions.</i>	Requirement	NO	
III.II.42.3	<i>3. The members of a Board of Appeal may not perform any other duties within the Agency. The members of a Board of Appeal may work on a part-time basis.</i>	Requirement	NO	
III.II.42.4	<i>4. The members of a Board of Appeal may not be removed from office or from the list of qualified candidates during their term of office, unless there are serious grounds for such removal and the Commission, after obtaining the opinion of the Management Board, takes a decision to that effect.</i>	Requirement	NO	
III.II.43	<b>Article 43 - Exclusion and objection</b>	Heading		
III.II.43.1	<i>1. The members of a Board of Appeal may not take part in any appeal proceedings if they have any personal interest therein, if they have previously been involved as representatives of one of the parties to the proceedings, or if they participated in the decision under appeal.</i>	Requirement	NO	
III.II.43.2	<i>2. If, for one of the reasons listed in paragraph 1 or for any other reason, a member of a Board of Appeal considers that he/she should not take part in any appeal proceeding, he/she shall inform the Board of Appeal accordingly.</i>	Requirement	NO	
III.II.43.3	<i>3. Members of a Board of Appeal may be objected to by any party to the appeal proceedings on any of the grounds given in paragraph 1, or if any such member is suspected of partiality. Any such objection shall not be admissible if, while being aware of a reason for objecting, the party to the appeal proceedings has taken a procedural step. No objection may be based on the nationality of members.</i>	Requirement	NO	
III.II.43.4	<i>4. The Boards of Appeal shall decide as to the action to be taken in the cases specified in paragraphs 2 and 3 without the participation of the member concerned. For the purposes of taking this decision, the member concerned shall be replaced on the Board of Appeal by his/her alternate.</i>	Requirement	NO	
III.II.44	<b>Article 44 - Decisions subject to appeal</b>	Heading		
III.II.44.1	<i>1. An appeal may be brought against decisions of the Agency taken pursuant to Articles 20, 21, 22, 22a, 22b, 23, 55 or 64.</i>	Requirement	NO	
III.II.44.2	<i>2. An appeal lodged pursuant to paragraph 1 shall not have suspensory effect. The Agency may, however, if it considers that circumstances so permit, suspend the application of the decision appealed against.</i>	Requirement	NO	
III.II.44.3	<i>3. An appeal against a decision which does not terminate proceedings as regards one of the parties may only be made in conjunction with an appeal against the final decision, unless the decision provides for separate appeal.</i>	Requirement	NO	
III.II.45	<b>Article 45 - Persons entitled to appeal</b>	Heading		

No.	Text	Type	Applicable to project?	Comments
III.II.45.1	<i>Any natural or legal person may appeal against a decision addressed to that person, or against a decision which, although in the form of a decision addressed to another person, is of direct and individual concern to the former. The parties to proceedings may be party to the appeal proceedings.</i>	Requirement	NO	
III.II.46	<b>Article 46 - Time limit and form</b>	Heading		
III.II.46.1	<i>The appeal, together with the statement of grounds thereof, shall be filed in writing at the Agency within two months of the notification of the measure to the person concerned, or, in the absence thereof, of the day on which it came to the knowledge of the latter, as the case may be.</i>	Requirement	NO	
III.II.47	<b>Article 47 - Interlocutory revision</b>	Heading		
III.II.47.1	<i>1. If the Executive Director considers the appeal to be admissible and well founded, he/she shall rectify the decision. This shall not apply where the appellant is opposed to another party to the appeal proceedings.</i>	Requirement	NO	
III.II.47.2	<i>2. If the decision is not rectified within one month after receipt of the statement of grounds for the appeal, the Agency shall forthwith decide whether or not to suspend the application of the decision pursuant to the second sentence of Article 44(2), and shall remit the appeal to the Board of Appeal.</i>	Requirement	NO	
III.II.48	<b>Article 48 - Examination of appeals</b>	Heading		
III.II.48.1	<i>1. If the appeal is admissible, the Board of Appeal shall examine whether it is well founded.</i>	Requirement	NO	
III.II.48.2	<i>2. When examining the appeal pursuant to paragraph 1, the Board of Appeal shall act expeditiously. It shall as often as necessary invite the parties to the appeal proceedings to file, within specified time limits, observations on notifications issued by itself or on communications from other parties to the appeal proceedings. Parties to the appeal proceedings shall be entitled to make oral presentations.</i>	Requirement	NO	
III.II.49	<b>Article 49 - Decisions on appeal</b>	Heading		
III.II.49.1	<i>The Board of Appeal may exercise any power which lies within the competence of the Agency or may remit the case to the competent body of the Agency. The latter shall be bound by the decision of the Board of Appeal.</i>	Requirement	NO	
III.II.50	<b>Article 50 - Actions before the Court of Justice</b>	Heading		
III.II.50.1	<i>1. Actions may be brought before the Court of Justice of the European Communities for the annulment of acts of the Agency which are legally binding on third parties, for failure to act and for damages caused by the Agency in the course of its activities.</i>	Requirement	NO	
III.II.50.2	<i>2. Actions for the annulment of decisions of the Agency taken pursuant to Articles 20, 21, 22, 22a, 22b, 23, 55 or 64 may be brought before the Court of Justice of the European Communities only after all appeal procedures within the Agency have been exhausted.</i>	Requirement	NO	
III.II.50.3	<i>3. The Agency shall take all necessary measures to comply with the judgment of the Court of Justice of the European Communities.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
III.II.51	Article 51 - Direct appeal	Heading		
III.II.51.1	<i>Member States and the Community institutions may lodge a direct appeal before the Court of Justice of the European Communities against decisions of the Agency.</i>	Requirement	NO	
III.III	SECTION III - Working methods	Heading		
III.III.52	Article 52 - Procedures for the development of opinions, certification specifications and guidance material	Heading		
III.III.52.1	<i>As soon as possible after the entry into force of this Regulation, the Management Board shall establish transparent procedures for issuing opinions, certification specifications, acceptable means of compliance and guidance material referred to in Article 18(a) and(c).</i>	Requirement	NO	
III.III.52.1.1	<i>Those procedures shall:</i>	Requirement	NO	
III.III.52.1.1.1	<i>(a) draw on expertise available in the aviation regulatory authorities of Member States;</i>	Requirement	NO	
III.III.52.1.1.2	<i>(b) whenever necessary, involve appropriate experts from relevant interested parties;</i>	Requirement	NO	
III.III.52.1.1.3	<i>(c) ensure that the Agency publishes documents and consults widely with interested parties, according to a timetable and a procedure which includes an obligation on the Agency to make a written response to the consultation process.</i>	Requirement	NO	
III.III.52.2	<i>2. When the Agency, pursuant to Article 19, develops opinions, certification specifications, acceptable means of compliance and guidance material to be applied by Member States, it shall establish a procedure for consulting the Member States. To this effect, it may create a working group in which each Member State is entitled to designate an expert.</i>	Requirement	NO	
III.III.52.3	<i>3. Measures referred to in Article 18(a) and (c) and the procedures established pursuant to paragraph 1 of this Article shall be published in an official publication of the Agency.</i>	Requirement	NO	
III.III.52.4	<i>4. Special procedures shall be established to address immediate action to be taken by the Agency to react to a safety problem and to inform the relevant interested parties of the action they are to take.</i>	Requirement	NO	
III.III.53	Article 53 - Procedures for taking decisions	Heading		
III.III.53.1	<i>1. The Management Board shall establish transparent procedures for taking individual decisions as provided for in Article 18(d).</i>	Requirement	NO	
III.III.53.1.1	<i>Those procedures shall:</i>	Requirement	NO	
III.III.53.1.1.1	<i>(a) ensure the hearing of the natural or legal person to be addressed in the decision and of any other party with a direct and individual concern;</i>	Requirement	NO	
III.III.53.1.1.2	<i>(b) provide for notification of the decision to natural or legal persons and for its publication;</i>	Requirement	NO	
III.III.53.1.1.3	<i>(c) provide for the natural or legal person to whom the decision is addressed, and any other parties to proceedings, to be informed of the legal remedies available to that person under this Regulation;</i>	Requirement	NO	
III.III.53.1.1.4	<i>(d) ensure that the decision contains reasons.</i>	Requirement	NO	



No.	Text	Type	Applicable to project?	Comments
III.III.53.2	<i>2. The Management Board shall establish procedures specifying the conditions under which decisions are notified while taking due account of the appeal procedure.</i>	Requirement	NO	
III.III.53.3	<i>3. Special procedures shall be established to address immediate action to be taken by the Agency to react to a safety problem and to inform the relevant interested parties of the action they are to take.</i>	Requirement	NO	
III.III.54	<b>Article 54 - Inspections of Member States</b>	Heading		
III.III.54.1	<i>1. Without prejudice to the enforcement powers conferred by the Treaty on the Commission, the Agency shall assist the Commission in monitoring the application of this Regulation and its implementing rules by conducting standardisation inspections of Member States competent authorities as specified in Article 24(1). The officials authorised under this Regulation, and those seconded by the national authorities participating in such inspections, are thus empowered, in compliance with the legal provisions of the Member State concerned:</i>	Requirement	NO	
III.III.54.1.1	<i>(a) to examine the relevant records, data, procedures and any other material relevant to the achievement of aviation safety levels in accordance with this Regulation;</i>	Requirement	NO	
III.III.54.1.2	<i>(b) to take copies of or extracts from such records, data, procedures and other material;</i>	Requirement	NO	
III.III.54.1.3	<i>(c) to ask for an oral explanation on the spot;</i>	Requirement	NO	
III.III.54.1.4	<i>(d) to enter any relevant premises, land or means of transport.</i>	Requirement	NO	
III.III.54.2	<i>2. The officials of the Agency authorised for the purpose of the inspections referred to in paragraph 1 shall exercise their powers upon production of an authorisation in writing specifying the subject matter, the purpose of the inspection and the date on which it is to begin. In good time before the inspection, the Agency shall inform the Member State concerned of the inspection and of the identity of the authorised officials.</i>	Requirement	NO	
III.III.54.3	<i>3. The Member State concerned shall submit to the inspections and shall ensure that bodies or persons concerned also submit to them.</i>	Requirement	NO	
III.III.54.4	<i>4. When an inspection carried out pursuant to this Article entails an inspection of an undertaking or an association of undertakings, the provisions of Article 55 shall apply. Where an undertaking opposes the inspection, the Member State concerned shall afford the necessary assistance to officials authorised by the Agency to enable them to carry out the inspection.</i>	Requirement	NO	
III.III.54.5	<i>5. Reports drawn up in application of this Article shall be made available in the official language or languages of the Member State where the inspection took place.</i>	Requirement	NO	
III.III.55	<b>Article 55 - Investigation of undertakings</b>	Heading		
III.III.55.1	<i>1. The Agency may itself conduct or assign to national aviation authorities or qualified entities all necessary investigations of undertakings in accordance with Articles 7, 20 21, 22, 22a, 22b 23 and 24(2). These investigations shall be carried out in compliance with the legal provisions of the Member States in which they are to be undertaken. To that end, the persons authorised under this Regulation are empowered:</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
III.III.55.1.1	<i>(a) to examine the relevant records, data, procedures and any other material relevant to the execution of the tasks of the Agency;</i>	Requirement	NO	
III.III.55.1.2	<i>(b) to take copies of or extracts from such records, data, procedures and other material;</i>	Requirement	NO	
III.III.55.1.3	<i>(c) to ask for an oral explanation on site;</i>	Requirement	NO	
III.III.55.1.4	<i>(d) to enter relevant premises, lands or means of transport of undertakings;</i>	Requirement	NO	
III.III.55.1.5	<i>(e) to conduct inspections of aircraft in cooperation with Member States.</i>	Requirement	NO	
III.III.55.2	<i>2. The persons authorised for the purpose of the investigations referred to in paragraph 1 shall exercise their powers upon production of an authorisation in writing specifying the subject matter and purpose of the investigation.</i>	Requirement	NO	
III.III.55.3	<i>3. In good time before the investigation, the Agency shall inform the Member State in whose territory the investigation is to be carried out of the investigation and of the identity of the authorised persons. Officials of the Member State concerned shall, at the request of the Agency, assist those authorised persons to carry out their duties.</i>	Requirement	NO	
III.III.56	<b>Article 56 - Annual programme of work</b>	Heading		
III.III.56.1	<i>The annual programme of work shall aim to promote the continuous improvement of European aviation safety and comply with the objectives, mandates and tasks of the Agency, as set out in this Regulation. It shall clearly indicate which of the mandates and tasks of the Agency have been added, changed or deleted in comparison with the previous year.</i>	Requirement	NO	
III.III.56.2	<i>The presentation of the annual programme of work shall be based on the methodology used by the Commission as part of Activity-Based Management.</i>	Requirement	NO	
III.III.57	<b>Article 57 - Annual general report</b>	Heading		
III.III.57.1	<i>The annual general report shall describe the way in which the Agency has implemented its annual programme of work. It shall clearly indicate which of the mandates and tasks of the Agency have been added, changed or deleted in comparison with the previous year.</i>	Requirement	NO	
III.III.57.2	<i>The report shall outline the activities carried out by the Agency and evaluate the results thereof with respect to the objectives and timetable set, the risks associated with those activities, the use of resources and the general operations of the Agency.</i>	Requirement	NO	
III.III.58	<b>Article 58 - Transparency and communication</b>	Heading		
III.III.58.1	<i>1. Regulation (EC) No 1049/2001 shall apply to documents held by the Agency.</i>	Requirement	NO	
III.III.58.2	<i>2. The Agency may communicate on its own initiative in the fields within its mission. It shall ensure in particular that, in addition to the publication specified in Article 52(3), the public and any interested party are rapidly given objective, reliable and easily understandable information with regard to its work.</i>	Requirement	NO	
III.III.58.3	<i>3. Any natural or legal person shall be entitled to address himself/herself in writing to the Agency in any of the languages referred to in Article 314 of the Treaty. That person shall have the right to receive an answer in the same language.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
III.III.58.4	4. The information gathered by the Agency in accordance with this Regulation shall be subject to Regulation (EC) No 45/2001 of the European Parliament and of the Council of 18 December 2000 on the protection of individuals with regard to the processing of personal data by the Community institutions and bodies and on the free movement of such data ( 17 ).	Requirement	NO	
III.IV	SECTION IV - Financial requirements	Heading		
III.IV.59	Article 59 - Budget	Heading		
III.IV.59.1	1. The revenues of the Agency shall consist of:	Requirement	NO	
III.IV.59.1.1	(a) a contribution from the Community;	Requirement	NO	
III.IV.59.1.2	(b) a contribution from any European third country with which the Community has concluded agreements as referred to in Article 66;	Requirement	NO	
III.IV.59.1.3	(c) the fees paid by applicants for, and holders of, certificates and approvals issued by the Agency;	Requirement	NO	
III.IV.59.1.4	(d) charges for publications, training and any other services provided by the Agency; and	Requirement	NO	
III.IV.59.1.5	(e) any voluntary financial contribution from Member States, third countries or other entities, provided such a contribution does not compromise the independence and impartiality of the Agency.	Requirement	NO	
III.IV.59.2	2. The expenditure of the Agency shall include staff, administrative, infrastructure and operational expenses.	Requirement	NO	
III.IV.59.3	3. Revenue and expenditure shall be in balance.	Requirement	NO	
III.IV.59.4	4. Regulatory budgets and the fees set and collected for certification activities shall be dealt with separately in the Agency's budget.	Requirement	NO	
III.IV.59.5	5. Each year the Management Board, on the basis of a draft statement of estimates of revenue and expenditure, shall produce a statement of estimates of revenue and expenditure of the Agency for the following financial year.	Requirement	NO	
III.IV.59.6	6. The statement of estimates referred to in paragraph 4, which shall include a draft establishment plan together with the provisional work programme, shall by 31 March at the latest be forwarded by the Management Board to the Commission and to the states with which the Community has concluded agreements as referred to in Article 66.	Requirement	NO	
III.IV.59.7	7. The statement of estimates shall be forwarded by the Commission to the budgetary authority together with the preliminary draft general budget of the European Union.	Requirement	NO	
III.IV.59.8	8. On the basis of the statement of estimates, the Commission shall enter in the preliminary draft general budget of the European Union the estimates it deems necessary for the establishment plan and the amount of the subsidy to be charged to the general budget, which it shall place before the budgetary authority in accordance with Article 272 of the Treaty.	Requirement	NO	
III.IV.59.9	9. The budgetary authority shall authorise appropriations for the subsidy to the Agency. The budgetary authority shall adopt the establishment plan of the Agency.	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
III.IV.59.10	10. The budget shall be adopted by the Management Board. It shall become final following final adoption of the general budget of the European Union. Where appropriate, it shall be adjusted accordingly.	Requirement	NO	
III.IV.59.11	11. The Management Board shall, as soon as possible, notify the budgetary authority of its intention to implement any project which may have significant financial implications for the funding of the budget, in particular any projects relating to property such as the rental or purchase of buildings. It shall inform the Commission thereof.	Requirement	NO	
III.IV.59.12	Where a branch of the budgetary authority has notified its intention to deliver an opinion, it shall forward its opinion to the Management Board within a period of six weeks from the date of notification of the project.	Requirement	NO	
III.IV.60	<b>Article 60 - Implementation and control of the budget</b>	Heading		
III.IV.60.1	1. The Executive Director shall implement the budget of the Agency.	Requirement	NO	
III.IV.60.2	2. By 1 March at the latest following each financial year, the Agency's accounting officer shall communicate the provisional accounts to the Commission's accounting officer, together with a report on the budgetary and financial management for that financial year. The Commission's accounting officer shall consolidate the provisional accounts of the institutions and decentralised bodies in accordance with Article 128 of Council Regulation (EC, Euratom) No 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities ( 18 ).	Requirement	NO	
III.IV.60.3	3. By 31 March at the latest following each financial year, the Commission's accounting officer shall forward the Agency's provisional accounts to the Court of Auditors, together with a report on the budgetary and financial management for that financial year. The report on the budgetary and financial management for that financial year shall also be forwarded to the European Parliament and the Council.	Requirement	NO	
III.IV.60.4	4. Pursuant to Article 129 of Regulation (EC, Euratom) No 1605/2002, on receipt of the Court of Auditors' observations on the Agency's provisional accounts, the Executive Director shall draw up the Agency's final accounts under his own responsibility and submit them to the Management Board for an opinion.	Requirement	NO	
III.IV.60.5	5. The Management Board shall deliver an opinion on the Agency's final accounts.	Requirement	NO	
III.IV.60.6	6. The Executive Director shall, by 1 July at the latest following each financial year, forward the final accounts to the European Parliament, the Council, the Commission and the Court of Auditors, together with the Management Board's opinion.	Requirement	NO	
III.IV.60.7	7. The final accounts shall be published.	Requirement	NO	
III.IV.60.8	8. The Executive Director shall send the Court of Auditors a reply to its observations by 30 September at the latest. He shall also send this reply to the Management Board.	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
III.IV.60.9	9. The Executive Director shall submit to the European Parliament, at the latter's request, any information necessary for the smooth application of the discharge procedure for the financial year in question, as provided for by Article 146(3) of Regulation (EC, Euratom) No 1605/2002.	Requirement	NO	
III.IV.60.10	10. The European Parliament, on a recommendation from the Council acting by a qualified majority, shall, before 30 April of year N + 2, give a discharge to the Executive Director in respect of the implementation of the budget for year N.	Requirement	NO	
III.IV.61	<b>Article 61 - Combating fraud</b>	<b>Heading</b>		
III.IV.61.1	1. In order to combat fraud, corruption and other unlawful activities, the provisions of Regulation (EC) No 1073/1999 of the European Parliament and of the Council of 25 May 1999 concerning investigations conducted by the European Anti-Fraud Office (OLAF) ( 19 ) shall apply without restriction.	Requirement	NO	
III.IV.61.2	2. The Agency shall accede to the Interinstitutional Agreement of 25 May 1999 between the European Parliament, the Council of the European Union and the Commission of the European Communities concerning internal investigations by the European Anti-fraud Office (OLAF) ( 20 ) and shall issue, without delay, the appropriate provisions applicable to its staff.	Requirement	NO	
III.IV.61.3	3. Decisions concerning funding and the implementing agreements and instruments resulting therefrom shall explicitly state that the Court of Auditors and OLAF may carry out, if necessary, on-the-spot checks of the recipients of the Agency's funding and the agents responsible for its allocation.	Requirement	NO	
III.IV.62	<b>Article 62 - Evaluation</b>	<b>Heading</b>		
III.IV.62.1	1. Within three years from the date of the Agency having taken up its duties, and every five years thereafter, the Management Board shall commission an independent external evaluation on the implementation of this Regulation.	Requirement	NO	
III.IV.62.2	2. The evaluation shall examine how effectively the Agency is fulfilling its mission. It shall also assess the impact of this Regulation, the Agency and its working practices in establishing a high level of civil aviation safety. The evaluation shall take into account the views of stakeholders at both European and national level.	Requirement	NO	
III.IV.62.3	3. The Management Board shall receive the findings of the evaluation and issue recommendations regarding changes to this Regulation, the Agency and its working practices to the Commission, which may forward them, together with its own opinion as well as appropriate proposals, to the European Parliament and to the Council. An action plan with a timetable shall be included, if appropriate. Both the findings and the recommendations of the evaluation shall be made public.	Requirement	NO	
III.IV.63	<b>Article 63 - Financial provisions</b>	<b>Heading</b>		

No.	Text	Type	Applicable to project?	Comments
III.IV.63.1	<i>The financial rules applicable to the Agency shall be adopted by the Management Board after consultation of the Commission. They may not depart from Commission Regulation (EC, Euratom) No 2343/2002 of 19 November 2002 on the framework Financial Regulation for the bodies referred to in Article 185 of Council Regulation (EC, Euratom) No 1605/2002 on the Financial Regulation applicable to the general budget of the European Communities ( 21 ) unless such departure is specifically required for the Agency's operation and the Commission has given its prior consent.</i>	Requirement	NO	
III.IV.64	<b>Article 64 - Fees and charges regulation</b>	Heading		
III.IV.64.1	<i>1. The measures designed to amend non-essential elements of this Regulation, by supplementing it, relating to fees and charges shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(4).</i>	Requirement	NO	
III.IV.64.2	<i>2. The Commission shall consult the Management Board on the draft of the measures referred to in paragraph 1.</i>	Requirement	NO	
III.IV.64.3	<i>3. The measures referred to in paragraph 1 shall determine in particular the matters for which fees and charges pursuant to Article 59(1)(c) and (d) are due, the amount of the fees and charges and the way in which they are to be paid.</i>	Requirement	NO	
III.IV.64.4	<i>4. Fees and charges shall be levied for:</i>	Requirement	NO	
III.IV.64.4.1	<i>(a) the issuing and renewal of certificates, as well as the related continuing oversight functions;</i>	Requirement	NO	
III.IV.64.4.2	<i>(b) the provision of services; they shall reflect the actual cost of each individual provision;</i>	Requirement	NO	
III.IV.64.4.3	<i>(c) the processing of appeals.</i>	Requirement	NO	
III.IV.64.4.4	<i>All fees and charges shall be expressed, and payable, in euro.</i>	Requirement	NO	
III.IV.64.5	<i>5. The amount of the fees and charges shall be fixed at such a level as to ensure that the revenue in respect thereof is in principle sufficient to cover the full cost of the services delivered. These fees and charges, including those collected in 2007, shall be assigned revenues for the Agency.</i>	Requirement	NO	
IV	<b>CHAPTER IV - FINAL PROVISIONS</b>	Heading		
IV.65	<b>Article 65 - Committee</b>	Heading		
IV.65.1	<i>1. The Commission shall be assisted by a committee.</i>	Requirement	NO	
IV.65.2	<i>2. Where reference is made to this paragraph, Articles 3 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.</i>	Requirement	NO	
IV.65.3	<i>3. Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.</i>	Requirement	NO	
IV.65.3.1	<i>The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at one month.</i>	Requirement	NO	
IV.65.4	<i>4. Where reference is made to this paragraph, Article 5a(1) to (4), and Article 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.</i>	Requirement	NO	
IV.65.5	<i>5. Where reference is made to this paragraph, Article 5a(1) to (4) and (5)(b), and Article 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
IV.65.5.1	<i>The time limits laid down in Article 5a(3)(c), (4)(b) and (4)(e) of Decision 1999/468/EC shall be set at 20 days.</i>	Requirement	NO	
IV.65.6	<i>6. Where reference is made to this paragraph, Article 5a(1), (2), (4), (5)(b) and (6), and Article 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.</i>	Requirement	NO	
IV.65.7	<i>7. Where reference is made to this paragraph, Article 6 of Decision 1999/468/EC shall apply.</i>	Requirement	NO	
IV.65.7.1	<i>Before adopting its decision, the Commission shall consult the committee referred to in paragraph 1 of this Article.</i>	Requirement	NO	
IV.65.7.2	<i>The period provided for in Article 6(b) of Decision 1999/468/EC shall be set at three months.</i>	Requirement	NO	
IV.65.7.3	<i>When a Commission decision is referred to the Council by a Member State, the Council, acting by a qualified majority, may take a different decision within a period of three months.</i>	Statement		
IV.65a	<b>Article 65a - Amendments</b>	Heading		
IV.65a.1	<i>In accordance with the provisions of the Treaty, the Commission shall propose to amend Regulations (EC) No 549/2004, (EC) No 550/2004, (EC) No 551/2004 and (EC) No 552/2004 in order to take into account the requirements of this Regulation.</i>	Requirement	NO	
IV.66	<b>Article 66 - Participation of European third countries</b>	Heading		
IV.66.1	<i>The Agency shall be open to the participation of European third countries which are contracting parties to the Chicago Convention and which have entered into agreements with the European Community whereby they adopted and apply Community law in the field covered by this Regulation and its implementing rules.</i>	Requirement	NO	
IV.66.2	<i>Under the relevant provisions of these agreements, arrangements will be developed which shall, inter alia, specify the nature and extent of, and the detailed rules for, the participation by these countries in the work of the Agency, including provisions on financial contributions and staff.</i>	Requirement	NO	
IV.67	<b>Article 67 - Commencement of the Agency's operation</b>	Heading		
IV.67.1	<i>1. The Agency shall undertake the certification tasks incumbent upon it pursuant to Article 20 as from 28 September 2003. Until that date, Member States shall continue to implement applicable legislation and regulations.</i>	Requirement	NO	
IV.67.2	<i>2. During an additional transition period of 42 months from the date referred to in paragraph 1, Member States may continue to issue certificates and approvals by way of derogation from the provisions of Articles 5, 6, 12 and 20 under the conditions specified by the Commission in the measures adopted for their application. When in that context Member States issue certificates on the basis of certificates issued by third countries, the measures adopted by the Commission shall give due consideration to the principles laid down in Article 12(2)(b) and (c).</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
<b>IV.68</b>	<b>Article 68 - Penalties</b>	<b>Heading</b>		
<i>IV.68.1</i>	<i>Member States shall lay down penalties for infringement of this Regulation and its implementing rules. The penalties shall be effective, proportionate and dissuasive.</i>	<i>Requirement</i>	<i>NO</i>	
<b>IV.69</b>	<b>Article 69 - Repeals</b>	<b>Heading</b>		
<i>IV.69.1</i>	<i>1. Regulation (EC) No 1592/2002 is hereby repealed, without prejudice to the provisions of the second subparagraph.</i>	<i>Statement</i>		
<i>IV.69.1.1</i>	<i>References made to the repealed Regulation shall be construed as being made to this Regulation and should be read in accordance with the correlation table set out in Annex VI.</i>	<i>Requirement</i>	<i>NO</i>	
<i>IV.69.2</i>	<i>2. Council Directive 91/670/EEC is hereby repealed as from the entry into force of the measures referred to in Article 7(6).</i>	<i>Statement</i>		
<i>IV.69.3</i>	<i>3. Annex III to Regulation (EEC) No 3922/91 shall be deleted as from the entry into force of the corresponding measures referred to in Article 8(5).</i>	<i>Requirement</i>	<i>NO</i>	
<i>IV.69.4</i>	<i>4. The provisions of Article 11 shall apply to products, parts and appliances, organisations and persons whose certification has been performed, or recognised, in accordance with the provisions of the acts referred to in paragraph 1, 2 and 3 of this Article.</i>	<i>Requirement</i>	<i>NO</i>	
<i>IV.69.5</i>	<i>5. Directive 2004/36/EC is hereby repealed as from the entry into force of the measures referred to in Article 10(5) of this Regulation, and without prejudice to the implementing rules referred to in Article 8(2) of that Directive.</i>	<i>Statement</i>		
<b>IV.70</b>	<b>Article 70 - Entry into force</b>	<b>Heading</b>		
<i>IV.70.1</i>	<i>This Regulation shall enter into force on the 20th day following its publication in the Official Journal of the European Union.</i>	<i>Requirement</i>	<i>NO</i>	
<i>IV.70.2</i>	<i>Articles 5, 6, 7, 8, 9 and 10 shall apply as from the dates specified in their respective implementing rules, but not later than 8 April 2012.</i>	<i>Requirement</i>	<i>NO</i>	
<i>IV.70.3</i>	<i>This Regulation shall be binding in its entirety and directly applicable in all Member States.</i>	<i>Requirement</i>	<i>NO</i>	
<b>AI</b>	<b>ANNEX I - Essential requirements for airworthiness referred to in Article 5</b>	<b>Heading</b>		<b>N/A</b>
<i>AI.1</i>	<i>1. Product integrity: product integrity must be assured for all anticipated flight conditions for the operational life of the aircraft. Compliance with all requirements must be shown by assessment or analysis, supported, where necessary, by tests.</i>	<i>Requirement</i>	<i>NO</i>	
<i>AI.1.1</i>	<i>1.a. Structures and materials: the integrity of the structure must be ensured throughout, and sufficiently beyond, the operational envelope for the aircraft, including its propulsion system, and maintained for the operational life of the aircraft.</i>	<i>Requirement</i>	<i>NO</i>	
<i>AI.1.1.1</i>	<i>1.a.1. All parts of the aircraft, the failure of which could reduce the structural integrity, must comply with the following conditions without detrimental deformation or failure. This includes all items of significant mass and their means of restraint.</i>	<i>Requirement</i>	<i>NO</i>	



No.	Text	Type	Applicable to project?	Comments
Al.1.1.1.1	<i>1.a.1.a. All combinations of load reasonably expected to occur within, and sufficiently beyond, the weights, centre of gravity range, operational envelope and life of the aircraft must be considered. This includes loads due to gusts, manoeuvres, pressurisation, movable surfaces, control and propulsion systems both in flight and on the ground.</i>	Requirement	NO	
Al.1.1.1.2	<i>1.a.1.b. Consideration must be given to the loads and likely failures induced by emergency landings either on land or water.</i>	Requirement	NO	
Al.1.1.1.3	<i>1.a.1.c. Dynamic effects must be covered in the structural response to these loads.</i>	Requirement	NO	
Al.1.1.2	<i>1.a.2. The aircraft must be free from any aeroelastic instability and excessive vibration.</i>	Requirement	NO	
Al.1.1.3	<i>1.a.3. The manufacturing processes and materials used in the construction of the aircraft must result in known and reproducible structural properties. Any changes in material performance related to the operational environment must be accounted for.</i>	Requirement	NO	
Al.1.1.4	<i>1.a.4. The effects of cyclic loading, environmental degradation, accidental and discrete source damage must not reduce the structural integrity below an acceptable residual strength level. All necessary instructions for ensuring continued airworthiness in this regard must be promulgated.</i>	Requirement	NO	
Al.1.2	<i>1.b. Propulsion: the integrity of the propulsion system (i.e. engine and, where appropriate, propeller) must be demonstrated throughout, and sufficiently beyond, the operational envelope of the propulsion system and must be maintained for the operational life of the propulsion system.</i>	Requirement	NO	
Al.1.2.1	<i>1.b.1. The propulsion system must produce, within its stated limits, the thrust or power demanded of it at all required flight conditions, taking into account environmental effects and conditions.</i>	Requirement	NO	
Al.1.2.2	<i>1.b.2. The fabrication process and materials used in the construction of the propulsion system must result in known and reproducible structural behaviour. Any changes in material performance related to the operational environment must be accounted for.</i>	Requirement	NO	
Al.1.2.3	<i>1.b.3. The effects of cyclic loading, environmental and operational degradation and likely subsequent part failures must not reduce the integrity of the propulsion system below acceptable levels. All necessary instructions for ensuring continued airworthiness in this regard must be promulgated.</i>	Requirement	NO	
Al.1.2.4	<i>1.b.4. All necessary instructions, information and requirements for the safe and correct interface between the propulsion system and the aircraft must be promulgated.</i>	Requirement	NO	
Al.1.3	<b>1.c. Systems and equipment</b>	Heading		
Al.1.3.1	<i>1.c.1. The aircraft must not have design features or details that experience has shown to be hazardous.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AI.1.3.2	<i>1.c.2. The aircraft, including those systems, equipment and appliances required for type-certification, or by operating rules, must function as intended under any foreseeable operating conditions, throughout, and sufficiently beyond, the operational envelope of the aircraft, taking due account of the system, equipment or appliance operating environment. Other systems, equipment and appliance not required for type-certification, or by operating rules, whether functioning properly or improperly, must not reduce safety and must not adversely affect the proper functioning of any other system, equipment or appliance. Systems, equipment and appliances must be operable without needing exceptional skill or strength.</i>	Requirement	NO	
AI.1.3.3	<i>1.c.3. The aircraft systems, equipment and associated appliances, considered separately and in relation to each other, must be designed such that any catastrophic failure condition does not result from a single failure not shown to be extremely improbable and an inverse relationship must exist between the probability of a failure condition and the severity of its effect on the aircraft and its occupants. With respect to the single failure criterion above, it is accepted that due allowance must be made for the size and broad configuration of the aircraft and that this may prevent this single failure criterion from being met for some parts and some systems on helicopters and small aeroplanes.</i>	Requirement	NO	
AI.1.3.4	<i>1.c.4. Information needed for the safe conduct of the flight and information concerning unsafe conditions must be provided to the crew, or maintenance personnel, as appropriate, in a clear, consistent and unambiguous manner. Systems, equipment and controls, including signs and announcements must be designed and located to minimise errors which could contribute to the creation of hazards.</i>	Requirement	NO	
AI.1.3.5	<i>1.c.5. Design precautions must be taken to minimise the hazards to the aircraft and occupants from reasonably probable threats, both inside and external to the aircraft, including protecting against the possibility of a significant failure in, or disruption of, any aircraft appliance.</i>	Requirement	NO	
AI.1.4	<b>1.d. Continuing airworthiness</b>	Heading		
AI.1.4.1	<i>1.d.1. Instructions for continuing airworthiness must be established to ensure that the aircraft type certification airworthiness standard is maintained throughout the operational life of the aircraft.</i>	Requirement	NO	
AI.1.4.2	<i>1.d.2. Means must be provided to allow inspection, adjustment, lubrication, removal or replacement of parts and appliances as necessary for continuing airworthiness.</i>	Requirement	NO	
AI.1.4.3	<i>1.d.3. The instructions for continuing airworthiness must be in the form of a manual, or manuals, as appropriate for the quantity of data to be provided. The manuals must cover maintenance and repair instructions, servicing information, trouble-shooting and inspection procedures, in a format that provides for a practical arrangement.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AI.1.4.4	1.d.4. The instructions for continuing airworthiness must contain airworthiness limitations that set forth each mandatory replacement time, inspection interval and related inspection procedure.	Requirement	NO	
AI.2	<b>2. Airworthiness aspects of product operation</b>	Heading		
AI.2.1	2.a. The following must be shown to have been addressed to ensure a satisfactory level of safety for those onboard or on the ground during the operation of the product:	Requirement	NO	
AI.2.1.1	2.a.1. The kinds of operation for which the aircraft is approved must be established and limitations and information necessary for safe operation, including environmental limitations and performance, must be established.	Requirement	NO	
AI.2.1.2	2.a.2. The aircraft must be safely controllable and manoeuvrable under all anticipated operating conditions including following the failure of one or, if appropriate, more propulsion systems. Due account must be taken of pilot strength, flight deck environment, pilot workload and other human-factor considerations and of the phase of flight and its duration.	Requirement	NO	
AI.2.1.3	2.a.3. It must be possible to make a smooth transition from one flight phase to another without requiring exceptional piloting skill, alertness, strength or workload under any probable operating condition.	Requirement	NO	
AI.2.1.4	2.a.4. The aircraft must have such stability as to ensure that the demands made on the pilot are not excessive taking into account the phase of flight and its duration.	Requirement	NO	
AI.2.1.5	2.a.5. Procedures for normal operations, failure and emergency conditions must be established.	Requirement	NO	
AI.2.1.6	2.a.6. Warnings, or other deterrents intended to prevent exceedance of the normal flight envelope, must be provided, as appropriate to type.	Requirement	NO	
AI.2.1.7	2.a.7. The characteristics of the aircraft and its systems must allow a safe return from extremes of the flight envelope that may be encountered.	Requirement	NO	
AI.2.2	2.b. The operating limitations and other information necessary for safe operation must be made available to the crew members.	Requirement	NO	
AI.2.3	2.c. Product operations must be protected from hazards resulting from adverse external and internal conditions, including environmental conditions.	Requirement	NO	
AI.2.3.1	2.c.1. In particular, no unsafe condition must occur from exposure to phenomena such as, but not limited to, adverse weather, lightning, bird strike, high frequency radiated fields, ozone, etc., reasonably expected to occur during product operation.	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AI.2.3.2	<i>2.c.2. Cabin compartments must provide passengers with suitable transport conditions and adequate protection from any expected hazard arising in flight operations or resulting in emergency situations, including fire, smoke, toxic gases and rapid decompression hazards. Provisions must be made to give occupants every reasonable chance of avoiding serious injury and quickly evacuating the aircraft and to protect them from the effect of the deceleration forces in the event of an emergency landing on land or water. Clear and unambiguous signs or announcements must be provided, as necessary, to instruct occupants in appropriate safe behaviour and the location and correct use of safety equipment. Required safety equipment must be readily accessible.</i>	Requirement	NO	
AI.2.3.3	<i>2.c.3. Crew compartments must be arranged in order to facilitate flight operations, including means providing situational awareness, and management of any expected situation and emergencies. The environment of crew compartments must not jeopardise the crew's ability to perform their tasks and its design must be such as to avoid interference during operation and misuse of the controls.</i>	Requirement	NO	
AI.3	<b>3. Organisations (including natural persons undertaking design, manufacture or maintenance)</b>	Heading		
AI.3.1	<i>3.a. Organisation approvals must be issued when the following conditions are met:</i>	Requirement	NO	
AI.3.1.1	<i>3.a.1. the organisation must have all the means necessary for the scope of work. These means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;</i>	Requirement	NO	
AI.3.1.2	<i>3.a.2. the organisation must implement and maintain a management system to ensure compliance with these essential requirements for airworthiness, and aim for continuous improvement of this system;</i>	Requirement	NO	
AI.3.1.3	<i>3.a.3. the organisation must establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with these essential requirements for airworthiness;</i>	Requirement	NO	
AI.3.1.4	<i>3.a.4. the organisation must establish an occurrence reporting and/or handling system, which must be used by the management system under point 3.a.2 and the arrangements under point 3.a.3, in order to contribute to the aim of continuous improvement of the safety of products.</i>	Requirement	NO	
AI.3.2	<i>3.b. In the case of maintenance training organisations, the conditions under points 3.a.3 and 3.a.4 do not apply.</i>	Requirement	NO	
All	<b>ANNEX II - Aircraft referred to in Article 4(4)</b>	Heading		N/A
All.1	<i>Article 4(1), (2) and (3) do not apply to aircraft falling in one or more of the categories set out below:</i>	Statement		
All.1.1	<i>(a) historic aircraft meeting the criteria below:</i>	Statement		
All.1.1.1	<i>(i) non-complex aircraft whose:</i>	Statement		

No.	Text	Type	Applicable to project?	Comments
All.1.1.1.1	— initial design was established before 1 January 1955, and	Statement		
All.1.1.1.2	— production has been stopped before 1 January 1975; or	Statement		
All.1.1.2	(ii) aircraft having a clear historical relevance, related to:	Statement		
All.1.1.2.1	— a participation in a noteworthy historical event, or	Statement		
All.1.1.2.2	— a major step in the development of aviation, or	Statement		
All.1.1.2.3	— a major role played into the armed forces of a Member State;	Statement		
All.1.2	(b) aircraft specifically designed or modified for research, experimental or scientific purposes, and likely to be produced in very limited numbers;	Statement		
All.1.3	(c) aircraft of which at least 51 % is built by an amateur, or a non-profit making association of amateurs, for their own purposes and without any commercial objective;	Statement		
All.1.4	(d) aircraft that have been in the service of military forces, unless the aircraft is of a type for which a design standard has been adopted by the Agency;	Statement		
All.1.5	(e) aeroplanes, helicopters and powered parachutes having no more than two seats, a maximum take-off mass (MTOM), as recorded by the Member States, of no more than:	Statement		
All.1.5.1	(i) 300 kg for a land plane/helicopter, single-seater; or	Statement		
All.1.5.2	(ii) 450 kg for a land plane/helicopter, two-seater; or	Statement		
All.1.5.3	(iii) 330 kg for an amphibian or floatplane/helicopter single-seater; or	Statement		
All.1.5.4	(iv) 495 kg for an amphibian or floatplane/helicopter two-seater, provided that, where operating both as a floatplane/helicopter and as a land plane/helicopter, it falls below both MTOM limits, as appropriate;	Statement		
All.1.5.5	(v) 472,5 kg for a land plane, two-seater equipped with an airframe mounted total recovery parachute system;	Statement		
All.1.5.6	(vi) 315 kg for a land plane single-seater equipped with an airframe mounted total recovery parachute system;	Statement		
All.1.5.7	and, for aeroplanes, having the stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS);	Statement		
All.1.6	(f) single and two-seater gyroplanes with a maximum take off mass not exceeding 560 kg;	Statement		
All.1.7	(g) gliders with a maximum empty mass, of no more than 80 kg when single-seater or 100 kg when two-seater, including those which are foot launched;	Statement		
All.1.8	(h) replicas of aircraft meeting the criteria of (a) or (d) above, for which the structural design is similar to the original aircraft;	Statement		
All.1.9	(i) unmanned aircraft with an operating mass of no more than 150 kg;	Statement		
All.1.10	(j) any other aircraft which has a maximum empty mass, including fuel, of no more than 70 kg.	Statement		
AIII	ANNEX III - Essential requirements for pilot licensing referred to in Article 7	Heading		N/A
AIII.1	1. Training	Heading		
AIII.1.1	1.a. General	Heading		

No.	Text	Type	Applicable to project?	Comments
AIII.1.1.1	1.a.1. A person undertaking training to fly an aircraft must be sufficiently mature educationally, physically and mentally to acquire, retain and demonstrate the relevant theoretical knowledge and practical skill.	Requirement	NO	
AIII.1.2	1.b. Theoretical knowledge	Heading		
AIII.1.2.1	1.b.1. A pilot must acquire and maintain a level of knowledge appropriate to the functions exercised on the aircraft and proportionate to the risks associated to the type of activity. Such knowledge must include at least the following:	Requirement	NO	
AIII.1.2.1.1	(i) air law;	Requirement	NO	
AIII.1.2.1.2	(ii) aircraft general knowledge;	Requirement	NO	
AIII.1.2.1.3	(iii) technical matters related to the category of the aircraft;	Requirement	NO	
AIII.1.2.1.4	(iv) flight performance and planning;	Requirement	NO	
AIII.1.2.1.5	(v) human performance and limitations;	Requirement	NO	
AIII.1.2.1.6	(vi) meteorology;	Requirement	NO	
AIII.1.2.1.7	(vii) navigation;	Requirement	NO	
AIII.1.2.1.8	(viii) operational procedures, including resource management;	Requirement	NO	
AIII.1.2.1.9	(ix) principles of flight;	Requirement	NO	
AIII.1.2.1.10	(x) communications; and	Requirement	NO	
AIII.1.2.1.11	(xi) non-technical skills, including the recognition and management of threats and errors.	Requirement	NO	
AIII.1.3	1.c. Demonstration and maintenance of theoretical knowledge	Heading		
AIII.1.3.1	1.c.1. The acquisition and retention of theoretical knowledge must be demonstrated by continuous assessment during training, and where appropriate, by examinations.	Requirement	NO	
AIII.1.3.2	1.c.2. An appropriate level of competence in theoretical knowledge must be maintained. Compliance must be demonstrated by regular assessments, examinations, tests or checks. The frequency of examinations, tests or checks must be proportionate to the level of risk associated with the activity.	Requirement	NO	
AIII.1.4	1.d. Practical skill	Heading		
AIII.1.4.1	1.d.1. A pilot must acquire and maintain the practical skills as appropriate to exercise his/her functions on the aircraft. Such skills must be proportionate to the risks associated to the type of activity and must cover, if appropriate to the functions exercised on the aircraft, the following:	Requirement	NO	
AIII.1.4.1.1	(i) pre-flight and in-flight activities, including aircraft performance, mass and balance determination, aircraft inspection and servicing, fuel planning, weather appreciation, route planning, airspace restrictions and runway availability;	Requirement	NO	
AIII.1.4.1.2	(ii) aerodrome and traffic-pattern operations;	Requirement	NO	
AIII.1.4.1.3	(iii) collision avoidance precautions and procedures;	Requirement	NO	
AIII.1.4.1.4	(iv) control of the aircraft by external visual reference;	Requirement	NO	
AIII.1.4.1.5	(v) flight manoeuvres, including in critical situations, and associated 'upset' manoeuvres, as technically achievable;	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AIII.1.4.1.6	(vi) normal and cross-wind take-offs and landings;	Requirement	NO	
AIII.1.4.1.7	(vii) flight by reference solely to instruments, as appropriate to the type of activity;	Requirement	NO	
AIII.1.4.1.8	(viii) operational procedures, including team skills and resource management, as appropriate to the type of operation, whether single or multi-crew;	Requirement	NO	
AIII.1.4.1.9	(ix) navigation and implementation of rules of the air and related procedures, using as appropriate, visual reference or navigation aids;	Requirement	NO	
AIII.1.4.1.10	(x) abnormal and emergency operations, including simulated aircraft equipment malfunctions;	Requirement	NO	
AIII.1.4.1.11	(xi) compliance with air traffic services and communications procedures;	Requirement	NO	
AIII.1.4.1.12	(xii) aircraft type or class specific aspects;	Requirement	NO	
AIII.1.4.1.13	(xiii) additional practical skill training that may be required to mitigate risks associated with specific activities; and	Requirement	NO	
AIII.1.4.1.14	(xiv) non-technical skills, including the recognition and management of threats and errors, using an adequate assessment methodology in conjunction with the technical skills assessment.	Requirement	NO	
AIII.1.5	<b>1.e. Demonstration and maintenance of practical skill</b>	Heading		
AIII.1.5.1	1.e.1. A pilot must demonstrate the ability to perform the procedures and manoeuvres with a degree of competence appropriate to the functions exercised on the aircraft, by:	Requirement	NO	
AIII.1.5.1.1	(i) operating the aircraft within its limitations;	Requirement	NO	
AIII.1.5.1.2	(ii) completing all manoeuvres with smoothness and accuracy;	Requirement	NO	
AIII.1.5.1.3	(iii) exercising good judgement and airmanship;	Requirement	NO	
AIII.1.5.1.4	(iv) applying aeronautical knowledge;	Requirement	NO	
AIII.1.5.1.5	(v) maintaining control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured; and	Requirement	NO	
AIII.1.5.1.6	(vi) non-technical skills, including the recognition and management of threats and errors, using an adequate assessment methodology in conjunction with the technical skills assessment.	Requirement	NO	
AIII.1.5.2	1.e.2. An appropriate level of competence in practical skill must be maintained. Compliance must be demonstrated by regular assessments, examinations, tests or checks. The frequency of examinations, tests or checks must be proportionate to the level of risk associated with the activity.	Requirement	NO	
AIII.1.6	<b>1.f. Language Proficiency</b>	Heading		
AIII.1.6.1	A pilot must have demonstrated language proficiency to a degree appropriate to the functions exercised on the aircraft. Such demonstrated proficiency shall include:	Requirement	NO	
AIII.1.6.1.1	(i) the ability to understand weather information documents;	Requirement	NO	
AIII.1.6.1.2	(ii) the use of aeronautical en-route, departure and approach charts and associated aeronautical information documents; and	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AIII.1.6.1.3	<i>(iii) the ability to communicate with other flight crew and air navigation services during all phases of flight, including flight preparation.</i>	Requirement	NO	
AIII.1.7	<b>1.g. Flight simulation training devices</b>	Heading		
AIII.1.7.1	<i>When a flight simulation training device (FSTD) is used for training, or for demonstration that practical skill is acquired or maintained, this FSTD must be qualified to a given level of performance in those areas, which are relevant to completing the related task. In particular, the replication of configuration, handling qualities, aircraft performance, and systems behaviour must adequately represent the aircraft.</i>	Requirement	NO	
AIII.1.8	<b>1.h. Training course</b>	Heading		
AIII.1.8.1	<i>1.h.1. Training must be executed through a training course.</i>	Requirement	NO	
AIII.1.8.2	<i>1.h.2. A training course must meet the following conditions:</i>	Requirement	NO	
AIII.1.8.2.1	<i>(i) a syllabus must be developed for each type of course; and</i>	Requirement	NO	
AIII.1.8.2.2	<i>(ii) the training course must comprise a breakdown of theoretical knowledge and practical flight instruction (including synthetic training), if applicable.</i>	Requirement	NO	
AIII.1.9	<b>1.i. Instructors</b>	Heading		
AIII.1.9.1	<b>1.i.1. Theoretical instruction</b>	Heading		
AIII.1.9.1.1	<i>Theoretical instruction must be given by appropriately qualified instructors. They must:</i>	Requirement	NO	
AIII.1.9.1.1.1	<i>(i) have appropriate knowledge in the field where instruction is to be given; and</i>	Requirement	NO	
AIII.1.9.1.1.2	<i>(ii) be capable of using appropriate instructional techniques.</i>	Requirement	NO	
AIII.1.9.2	<b>1.i.2. Flight and flight simulation instruction</b>	Heading		
AIII.1.9.2.1	<i>Flight and flight simulation instruction must be given by appropriately qualified instructors, who have the following qualifications:</i>	Requirement	NO	
AIII.1.9.2.1.1	<i>(i) meet the theoretical knowledge and the experience requirements appropriate for the instruction being given;</i>	Requirement	NO	
AIII.1.9.2.1.2	<i>(ii) be capable of using appropriate instructional techniques;</i>	Requirement	NO	
AIII.1.9.2.1.3	<i>(iii) have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction;</i>	Requirement	NO	
AIII.1.9.2.1.4	<i>(iv) have demonstrated the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction; and</i>	Requirement	NO	
AIII.1.9.2.1.5	<i>(v) receive regular refresher training to ensure that the instructional standards are maintained up to date.</i>	Requirement	NO	
AIII.1.9.2.2	<i>Flight instructors must also be entitled to act as pilot in command on the aircraft for which instruction is being given, except for training on new aircraft types.</i>	Requirement	NO	
AIII.1.10	<b>1.j. Examiners</b>	Heading		
AIII.1.10.1	<i>1.j.1. Persons responsible for assessing the skill of pilots must:</i>	Requirement	NO	
AIII.1.10.1.1	<i>(i) meet the requirements for flight or flight simulation instructors;</i>	Requirement	NO	
AIII.1.10.1.2	<i>(ii) be capable of assessing pilot performance and conducting flight tests and checks.</i>	Requirement	NO	
AIII.2	<b>2. Experience requirements</b>	Heading		



No.	Text	Type	Applicable to project?	Comments
AIII.2.1	2.a.1. A person acting as flight crew member, instructor or examiner must acquire and maintain sufficient experience for the functions being exercised, unless the implementing rules provide for competence to be demonstrated in accordance with point 1.e.	Requirement	NO	
AIII.3	3. Training organisations	Heading		
AIII.3.1	3.a. Training organisation requirements	Heading		
AIII.3.1.1	3.a.1. A training organisation providing pilot training must meet the following requirements:	Requirement	NO	
AIII.3.1.1.1	(i) have all the means necessary for the scope of responsibilities associated with their activity. These means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;	Requirement	NO	
AIII.3.1.1.2	(ii) implement and maintain a management system relating to safety and the standard of training, and aim for continuous improvement of this system; and	Requirement	NO	
AIII.3.1.1.3	(iii) establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with the above requirements.	Requirement	NO	
AIII.4	4. Medical fitness	Heading		
AIII.4.1	4.a. Medical criteria	Heading		
AIII.4.1.1	4.a.1. All pilots must periodically demonstrate medical fitness to satisfactorily execute their functions, taking into account the type of activity. Compliance must be shown by appropriate assessment based on aero-medical best practice, taking into account the type of activity and the possible mental and physical degradation due to age.	Requirement	NO	
AIII.4.1.1.1	Medical fitness, comprising physical and mental fitness, means not suffering from any disease or disability, which makes the pilot unable:	Requirement	NO	
AIII.4.1.1.1.1	(i) to execute the tasks necessary to operate an aircraft; or	Requirement	NO	
AIII.4.1.1.1.2	(ii) to perform assigned duties at any time; or	Requirement	NO	
AIII.4.1.1.1.3	(iii) to perceive correctly his/her environment.	Requirement	NO	
AIII.4.1.2	4.a.2. Where medical fitness cannot be fully demonstrated, mitigation measures that provide equivalent flight safety may be implemented.	Requirement	NO	
AIII.4.2	4.b. Aero-medical examiners	Heading		
AIII.4.2.1	4.b.1. An aero-medical examiner must:	Requirement	NO	
AIII.4.2.1.1	(i) be qualified and licensed in the practice of medicine;	Requirement	NO	
AIII.4.2.1.2	(ii) have received training in aviation medicine and regular refresher training in aviation medicine to ensure that assessment standards are maintained;	Requirement	NO	
AIII.4.2.1.3	(iii) have acquired practical knowledge and experience of the conditions in which pilots carry out their duties.	Requirement	NO	
AIII.4.3	4.c. Aero-medical centres	Heading		
AIII.4.3.1	4.c.1. Aero-medical centres must meet the following conditions:	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AIII.4.3.1.1	<i>(i) have all the means necessary for the scope of responsibilities associated with their privileges. These means comprise, but are not limited to, the following: facilities, personnel, equipment, tools and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;</i>	Requirement	NO	
AIII.4.3.1.2	<i>(ii) implement and maintain a management system relating to safety and the standard of medical assessment, and aim for continuous improvement of this system;</i>	Requirement	NO	
AIII.4.3.1.3	<i>(iii) establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with these requirements.</i>	Requirement	NO	
AIV	ANNEX IV - Essential requirements for air operations referred to in Article 8	Heading		N/A
AIV.1	1. General	Heading		
AIV.1.1	<i>1.a. A flight must not be performed if the crew members and, as appropriate, all other operations personnel involved in its preparation and execution are not familiar with applicable laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes planned to be used and the air navigation facilities relating thereto.</i>	Requirement	NO	
AIV.1.2	<i>1.b. A flight must be performed in such a way that the operating procedures specified in the Flight Manual or, where required the Operations Manual, for the preparation and execution of the flight are followed. To facilitate this, a checklist system must be available for use, as applicable, by crew members in all phases of operation of the aircraft under normal, abnormal and emergency conditions and situations. Procedures must be established for any reasonably foreseeable emergency situation.</i>	Requirement	NO	
AIV.1.3	<i>1.c. Before every flight, the roles and duties of each crew member must be defined. The pilot in command must be responsible for the operation and safety of the aircraft and for the safety of all crew members, passengers and cargo on board.</i>	Requirement	NO	
AIV.1.4	<i>1.d. Articles or substances, which are capable of posing a significant risk to health, safety, property or the environment, such as dangerous goods, weapons and ammunition, must not be carried on any aircraft, unless specific safety procedures and instructions are applied to mitigate the related risks.</i>	Requirement	NO	
AIV.1.5	<i>1.e. All necessary data, documents, records and information to record the respect of the conditions specified in point 5.c must be retained for each flight and kept available for a minimum period of time compatible with the type of operation.</i>	Requirement	NO	
AIV.2	2. Flight preparation	Heading		
AIV.2.1	<i>2.a. A flight must not be commenced unless it has been ascertained by every reasonable means available that all the following conditions are complied with:</i>	Requirement	NO	
AIV.2.1.1	<i>2.a.1. Adequate facilities directly required for the flight and for the safe operation of the aircraft, including communication facilities and navigation aids, are available for the execution of the flight, taking into account available Aeronautical Information Services documentation.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AIV.2.1.2	2.a.2. The crew must be familiar with and passengers informed of the location and use of relevant emergency equipment. Sufficient related information regarding emergency procedures and use of cabin safety equipment must be made available to crew and passengers using specified information.	Requirement	NO	
AIV.2.1.3	2.a.3. The pilot in command must be satisfied that:	Requirement	NO	
AIV.2.1.3.1	(i) the aircraft is airworthy as specified in point 6;	Requirement	NO	
AIV.2.1.3.2	(ii) if required, the aircraft is duly registered and that appropriate certificates with respect thereto are aboard the aircraft;	Requirement	NO	
AIV.2.1.3.3	(iii) instruments and equipment as specified in point 5 required for the execution of that flight are installed in the aircraft and are operative, unless waived by the applicable Minimum Equipment List (MEL) or equivalent document;	Requirement	NO	
AIV.2.1.3.4	(iv) the mass of the aircraft and centre of gravity location are such that the flight can be conducted within limits prescribed in the airworthiness documentation;	Requirement	NO	
AIV.2.1.3.5	(v) all cabin baggage, hold luggage and cargo is properly loaded and secured; and	Requirement	NO	
AIV.2.1.3.6	(vi) the aircraft operating limitations as specified in point 4 will not be exceeded at any time during the flight.	Requirement	NO	
AIV.2.1.4	2.a.4. Information regarding meteorological conditions for departure, destination and, where applicable, alternate aerodromes, as well as en-route conditions, must be available to the flight crew. Special attention must be given to potentially hazardous atmospheric conditions.	Requirement	NO	
AIV.2.1.5	2.a.5. In case of flight into known or expected icing conditions, the aircraft must be certified, equipped and/or treated to operate safely in such conditions.	Requirement	NO	
AIV.2.1.6	2.a.6. For a flight based on visual flight rules, meteorological conditions along the route to be flown must be such as to render compliance with these flight rules possible. For a flight based on instrument flight rules a destination and where applicable alternate aerodrome(s) where the aircraft can land must be selected, taking into account in particular the forecasted meteorological conditions, the availability of air navigation services, the availability of ground facilities and the instrument flight procedures approved by the State in which the destination and/or alternate aerodrome is located.	Requirement	NO	
AIV.2.1.7	2.a.7. The amount of fuel and oil on board must be sufficient to ensure that the intended flight can be completed safely, taking into account the meteorological conditions, any element affecting the performance of the aircraft and any delays that are expected in flight. In addition, a fuel reserve must be carried to provide for contingencies. Procedures for in-flight fuel management must be established when relevant.	Requirement	NO	
AIV.3	<b>3. Flight operations</b>	Heading		
AIV.3.1	3.a. With regard to flight operations, all the following conditions must be complied with:	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AIV.3.1.1	<i>3.a.1. where relevant for the type of aircraft, during take-off and landing, and whenever deemed necessary by the pilot in command in the interest of safety, each crew member must be seated at their crew station and must use the provided restraint systems, taking into account the type of aircraft;</i>	Requirement	NO	
AIV.3.1.2	<i>3.a.2. where relevant for the type of aircraft, all flight crew members required to be on flight deck duty must be and remain at their station, with their seatbelts fastened except en-route for physiological or operational needs;</i>	Requirement	NO	
AIV.3.1.3	<i>3.a.3. where relevant for the type of aircraft and the type of operation, before take-off and landing, during taxiing and whenever deemed necessary in the interest of safety, the pilot in command must ensure that each passenger is properly seated and secured;</i>	Requirement	NO	
AIV.3.1.4	<i>3.a.4. a flight must be performed in such a way that appropriate separation from other aircraft is maintained and that adequate obstacle clearance is ensured, during all phases of the flight. Such separation must at least be those required by the applicable rules of the air;</i>	Requirement	NO	
AIV.3.1.5	<i>3.a.5. a flight must not be continued unless known conditions continue to be at least equivalent to those in point 2. Furthermore, for a flight based on instrument flight rules, an approach toward an aerodrome must not be continued below certain specified heights or beyond a certain position, if prescribed visibility criteria are not met;</i>	Requirement	NO	
AIV.3.1.6	<i>3.a.6. in an emergency, the pilot in command must ensure that all passengers are instructed in such emergency action as may be appropriate to the circumstances;</i>	Requirement	NO	
AIV.3.1.7	<i>3.a.7. a pilot in command must take all necessary measures so as to minimise the consequences on the flight of disruptive passenger behaviour;</i>	Requirement	NO	
AIV.3.1.8	<i>3.a.8. an aircraft must not be taxied on the movement area of an aerodrome, or its rotor must not be turned under power, unless the person at the controls is appropriately competent;</i>	Requirement	NO	
AIV.3.1.9	<i>3.a.9. the applicable in-flight fuel management procedures must be used, when relevant.</i>	Requirement	NO	
AIV.4	<b>4. Aircraft performance and operating limitations</b>	Heading		
AIV.4.1	<i>4.a. An aircraft must be operated in accordance with its airworthiness documentation and all related operating procedures and limitations as expressed in its approved flight manual or equivalent documentation, as the case may be. The flight manual or equivalent documentation must be available to the crew and kept up to date for each aircraft.</i>	Requirement	NO	
AIV.4.2	<i>4.b. The aircraft must be operated in accordance with the applicable environmental documentation.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AIV.4.3	<i>4.c. A flight must not be commenced or continued unless the aircraft's scheduled performance, considering all factors which significantly affect its performance level, allows all phases of flight to be executed within the applicable distances/areas and obstacle clearances at the planned operating mass. Performance factors which significantly affect take-off, en-route and approach/landing are, particularly:</i>	Requirement	NO	
AIV.4.3.1	<i>(i) operating procedures;</i>	Requirement	NO	
AIV.4.3.2	<i>(ii) pressure altitude of the aerodrome;</i>	Requirement	NO	
AIV.4.3.3	<i>(iii) temperature;</i>	Requirement	NO	
AIV.4.3.4	<i>(iv) wind;</i>	Requirement	NO	
AIV.4.3.5	<i>(v) size, slope and condition of the take-off/landing area; and</i>	Requirement	NO	
AIV.4.3.6	<i>(vi) the condition of the airframe, the power plant or the systems, taking into account possible deterioration.</i>	Requirement	NO	
AIV.4.3.7	<i>4.c.1. Such factors must be taken into account directly as operational parameters or indirectly by means of allowances or margins, which may be provided in the scheduling of performance data, as appropriate to the type of operation.</i>	Requirement	NO	
AIV.5	<b>5. Instruments, data and equipment</b>	Heading		
AIV.5.1	<i>5.a. An aircraft must be equipped with all navigation, communication and other equipment necessary for the intended flight, taking account of air traffic regulations and rules of the air applicable during any phase of the flight.</i>	Requirement	NO	
AIV.5.2	<i>5.b. When relevant, an aircraft must be equipped with all necessary safety, medical, evacuation and survival equipment, taking account of the risks associated to the areas of operation, the routes to be flown, the flight altitude and the duration of the flight.</i>	Requirement	NO	
AIV.5.3	<i>5.c. All data necessary for the execution of the flight by the crew must be updated and available on board the aircraft taking account of applicable air traffic regulations, rules of the air, flight altitudes and areas of operation.</i>	Requirement	NO	
AIV.6	<b>6. Continuing airworthiness</b>	Heading		
AIV.6.1	<i>6.a. The aircraft must not be operated unless:</i>	Requirement	NO	
AIV.6.1.1	<i>(i) the aircraft is in an airworthy condition;</i>	Requirement	NO	
AIV.6.1.2	<i>(ii) the operational and emergency equipment necessary for the intended flight is serviceable;</i>	Requirement	NO	
AIV.6.1.3	<i>(iii) the airworthiness document of the aircraft is valid; and</i>	Requirement	NO	
AIV.6.1.4	<i>(iv) the maintenance of the aircraft is performed in accordance with its maintenance programme.</i>	Requirement	NO	
AIV.6.2	<i>6.b. Before each flight or consistent series of consecutive flights, the aircraft must be inspected, through a pre-flight check, to determine whether it is fit for the intended flight.</i>	Requirement	NO	
AIV.6.3	<i>6.c. The maintenance programme must contain in particular, maintenance tasks and intervals, especially those that have been specified as mandatory in the instructions for continuing airworthiness.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AIV.6.4	<i>6.d. The aircraft must not be operated unless it is released to service by qualified persons or organisations, after maintenance. The signed release to service must contain in particular, the basic details of the maintenance carried out.</i>	Requirement	NO	
AIV.6.5	<i>6.e. All records demonstrating the airworthiness of the aircraft must be kept until the information contained has been superseded by new information equivalent in scope and detail but not less than 24 months in the case of detailed maintenance records. When the aircraft is leased, all records demonstrating the airworthiness of the aircraft must be kept at least for the length of the lease.</i>	Requirement	NO	
AIV.6.6	<i>6.f. All modifications and repairs must comply with the essential requirements for airworthiness. The substantiating data supporting compliance with the airworthiness requirements must be retained.</i>	Requirement	NO	
AIV.7	<b>7. Crew members</b>	Heading		
AIV.7.1	<i>7.a. The number and composition of the crew must be determined taking into account:</i>	Requirement	NO	
AIV.7.1.1	<i>(i) the certification limitations of the aircraft, including if applicable, the relevant emergency evacuation demonstration;</i>	Requirement	NO	
AIV.7.1.2	<i>(ii) the aircraft configuration; and</i>	Requirement	NO	
AIV.7.1.3	<i>(iii) the type and duration of operations.</i>	Requirement	NO	
AIV.7.2	<i>7.b. Cabin crew members must:</i>	Requirement	NO	
AIV.7.2.1	<i>(i) be trained and checked on a regular basis to attain and maintain an adequate level of competency in order to perform their assigned safety duties; and</i>	Requirement	NO	
AIV.7.2.2	<i>(ii) be periodically assessed for medical fitness to safely exercise their assigned safety duties. Compliance must be shown by appropriate assessment based on aero-medical best practice.</i>	Requirement	NO	
AIV.7.3	<i>7.c. The pilot in command must have the authority to give all commands and take any appropriate actions for the purpose of securing the operation and the safety of the aircraft and of persons and/or property carried therein.</i>	Requirement	NO	
AIV.7.4	<i>7.d. In an emergency situation, which endangers the operation or the safety of the aircraft and/or persons on board, the pilot in command must take any action he/she considers necessary in the interest of safety. When such action involves a violation of local regulations or procedures, the pilot in command must be responsible for notifying the appropriate local authority without delay.</i>	Requirement	NO	
AIV.7.5	<i>7.e. Emergency abnormal situations must not be simulated when passengers or cargo are being carried.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AIV.7.6	<i>7.f. No crew member must allow their task achievement/decision making to deteriorate to the extent that flight safety is endangered because of the effects of fatigue, taking into account, inter alia, fatigue accumulation, sleep deprivation, number of sectors flown, night duties or time zone changes. Rest periods must provide sufficient time to enable crew members to overcome the effects of the previous duties and to be well rested by the start of the following flight duty period.</i>	Requirement	NO	
AIV.7.7	<i>7.g. A crew member must not perform allocated duties on board an aircraft when under the influence of psychoactive substances or alcohol or when unfit due to injury, fatigue, medication, sickness or other similar causes.</i>	Requirement	NO	
AIV.8	<b>8. Additional requirements for operation for commercial purposes and operation of complex motor-powered aircraft</b>	Heading		
AIV.8.1	<i>8.a. The operation for commercial purposes and the operation of complex motor-powered aircraft must not be undertaken unless the following conditions are met:</i>	Requirement	NO	
AIV.8.1.1	<i>8.a.1. the operator must have directly or indirectly through contracts the means necessary for the scale and scope of the operations. These means comprise but are not limited to the following: aircraft, facilities, management structure, personnel, equipment, documentation of tasks, responsibilities and procedures, access to relevant data and record keeping;</i>	Requirement	NO	
AIV.8.1.2	<i>8.a.2. the operator must use only suitably qualified and trained personnel and implement and maintain training and checking programmes for the crew members and other relevant personnel;</i>	Requirement	NO	
AIV.8.1.3	<i>8.a.3. the operator must establish a MEL or equivalent document, taking account of the following:</i>	Requirement	NO	
AIV.8.1.3.1	<i>(i) the document must provide for the operation of the aircraft, under specified conditions, with particular instruments, items of equipment or functions inoperative at the commencement of the flight;</i>	Requirement	NO	
AIV.8.1.3.2	<i>(ii) the document must be prepared for each individual aircraft, taking account of the operator's relevant operational and maintenance conditions; and</i>	Requirement	NO	
AIV.8.1.3.3	<i>(iii) the MEL must be based on the Master Minimum Equipment List (MMEL), if available, and must not be less restrictive than the MMEL;</i>	Requirement	NO	
AIV.8.1.4	<i>8.a.4. the operator must implement and maintain a management system to ensure compliance with these essential requirements for operations and aim for continuous improvement of this system; and</i>	Requirement	NO	
AIV.8.1.5	<i>8.a.5. the operator must establish and maintain an accident prevention and safety programme, including an occurrence reporting programme, which must be used by the management system in order to contribute to the aim of continuous improvement of the safety of operations.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AIV.8.2	<i>8.b. The operation for commercial purposes and the operation of complex motor-powered aircraft must only be undertaken in accordance with an operator's operations manual. Such manual must contain all necessary instructions, information and procedures for all aircraft operated and for operations personnel to perform their duties. Limitations applicable to flight time, flight duty periods and rest periods for crew members must be specified. The operations manual and its revisions must be compliant with the approved flight manual and be amended as necessary.</i>	Requirement	NO	
AIV.8.3	<i>8.c. The operator must establish procedures, as appropriate, so as to minimise the consequences to safe flight operations of disruptive passenger behaviour.</i>	Requirement	NO	
AIV.8.4	<i>8.d. The operator must develop and maintain security programmes adapted to the aircraft and the type of operation including particularly:</i>	Requirement	NO	
AIV.8.4.1	<i>(i) security of the flight crew compartment;</i>	Requirement	NO	
AIV.8.4.2	<i>(ii) aircraft search procedure checklist;</i>	Requirement	NO	
AIV.8.4.3	<i>(iii) training programmes;</i>	Requirement	NO	
AIV.8.4.4	<i>(iv) protection of electronic and computer systems to prevent intentional system interference and corruption; and</i>	Requirement	NO	
AIV.8.4.5	<i>(v) reporting acts of unlawful interference.</i>	Requirement	NO	
AIV.8.4.6	<i>When security measures may adversely affect the safety of operations, the risks must be assessed and appropriate procedures developed to mitigate safety risks, this may necessitate the use of specialist equipment.</i>	Requirement	NO	
AIV.8.5	<i>8.e. The operator must designate one pilot amongst the flight crew as the pilot in command.</i>	Requirement	NO	
AIV.8.6	<i>8.f. The prevention of fatigue must be managed through a rostering system. For a flight, or series of flights, such a rostering system needs to address flight time, flight-duty periods, duty and adapted rest periods. Limitations established within the rostering system must take into account all relevant factors contributing to fatigue such as, in particular, number of sectors flown, time-zone crossing, sleep deprivation, disruption of circadian cycles, night hours, positioning, cumulative duty time for given periods of time, sharing of allocated tasks between crew members, and also the provision of augmented crews.</i>	Requirement	NO	
AIV.8.7	<i>8.g. The tasks specified in point 6.a and those described in points 6.d and 6.e must be controlled by an organisation responsible for the continuing airworthiness management that must meet, in addition to those requirements of Annex I point 3.a, the following conditions:</i>	Requirement	NO	
AIV.8.7.1	<i>(i) the organisation must be qualified for the maintenance of products, parts and appliances under its responsibility or have established a contract with such a qualified organisation for these products, parts and appliances; and</i>	Requirement	NO	



No.	Text	Type	Applicable to project?	Comments
AIV.8.7.2	<i>(ii) the organisation must establish an organisation manual providing, for use and guidance of personnel concerned, a description of all continuing airworthiness procedures of the organisation including when applicable a description of administrative arrangements between the organisation and the approved maintenance organisation.</i>	Requirement	NO	
AV	ANNEX V - Criteria for qualified entities referred to in Article 13 ('qualified entity' or 'entity')	Heading		N/A
AV.1	<i>1. The entity, its Director and the staff responsible for carrying out the checks, may not become involved, either directly or as authorised representatives, in the design, manufacture, marketing or maintenance of the products, parts, appliances, constituents or systems or in their operations, service provision or use. This does not exclude the possibility of an exchange of technical information between the involved organisations and the qualified entity.</i>	Requirement	NO	
AV.2	<i>2. The entity and the staff responsible for the certification tasks must carry out their duties with the greatest possible professional integrity and the greatest possible technical competence and must be free of any pressure and incentive, in particular of a financial type, which could affect their judgment or the results of their investigations, in particular from persons or groups of persons affected by the results of the certification tasks.</i>	Requirement	NO	
AV.3	<i>3. The entity must employ staff and possess the means required to perform adequately the technical and administrative tasks linked with the certification process; it should also have access to the equipment needed for exceptional checks.</i>	Requirement	NO	
AV.4	<i>4. The staff responsible for investigation must have:</i>	Requirement	NO	
AV.4.1	<i>— sound technical and vocational training,</i>	Requirement	NO	
AV.4.2	<i>— satisfactory knowledge of the requirements of the certification tasks they carry out and adequate experience of such processes,</i>	Requirement	NO	
AV.4.3	<i>— the ability required to draw up the declarations, records and reports to demonstrate that the investigations have been carried out.</i>	Requirement	NO	
AV.5	<i>5. The impartiality of the investigation staff must be guaranteed. Their remuneration must not depend on the number of investigations carried out or on the results of such investigations.</i>	Requirement	NO	
AV.6	<i>6. The entity must take out liability insurance unless its liability is assumed by one Member State in accordance with its national law.</i>	Requirement	NO	
AV.7	<i>7. The staff of the entity must observe professional secrecy with regard to all information acquired in carrying out their tasks under this Regulation.</i>	Requirement	NO	
AVa	ANNEX Va - ESSENTIAL REQUIREMENTS FOR AERODROMES	Heading		
AVa.A	A — Physical characteristics, infrastructure and equipment	Heading		
AVa.A.1	1. Movement area	Heading		
AVa.A.1.1	(a) Aerodromes shall have a designated area for the landing and take-off of aircraft, which satisfies the following conditions:	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AVa.A.1.1.1	(i) the landing and take-off area shall have dimensions and characteristics suitable for the aircraft intended to use the facility;	Requirement	YES	
AVa.A.1.1.2	(ii) the landing and take-off area, where applicable, shall have a bearing strength sufficient to support repetitive operations of the intended aircraft. Those areas not intended for repetitive operations only need to be capable of supporting the aircraft;	Requirement	YES	
AVa.A.1.1.3	(iii) the landing and take-off area shall be designed to drain water and to prevent standing water becoming an unacceptable risk to aircraft operations;	Requirement	YES	
AVa.A.1.1.4	(iv) the slope and slope changes of the landing and take-off area shall not create an unacceptable risk to aircraft operations;	Requirement	YES	
AVa.A.1.1.5	(v) the surface characteristics of the landing and take-off area shall be adequate for use by the intended aircraft; and	Requirement	YES	
AVa.A.1.1.6	(vi) the landing and take-off area shall be free from objects which might create an unacceptable risk to aircraft operations.	Requirement	YES	
AVa.A.1.2	(b) Where there are several designated landing and take-off areas, they shall be such that they do not create an unacceptable risk to aircraft operations.	Requirement	YES	
AVa.A.1.3	(c) The designated landing and take-off area shall be surrounded by defined areas. These areas are intended to protect aircraft flying over them during take-off or landing operations or to mitigate the consequences of undershooting, running off the side or overrunning the take-off and landing area, and shall satisfy the following conditions:	Requirement	YES	
AVa.A.1.3.1	(i) these areas shall have dimensions appropriate to the aircraft operations anticipated;	Requirement	YES	
AVa.A.1.3.2	(ii) the slope and slope changes of these areas shall not create an unacceptable risk to aircraft operations;	Requirement	YES	
AVa.A.1.3.3	(iii) these areas shall be free from objects which might create an unacceptable risk to aircraft operations. This should not preclude frangible equipment to be located in those areas, if required to assist aircraft operations; and	Requirement	YES	
AVa.A.1.3.4	(iv) each of these areas shall have a bearing strength sufficient to serve its purpose.	Requirement	YES	
AVa.A.1.4	(d) Those areas of an aerodrome, with their associated immediate surroundings, that are to be used for taxiing or parking aircraft, shall be designed to permit safe operation of the aircraft expected to use the particular facility under all the conditions planned for, and shall satisfy the following conditions:	Requirement	YES	
AVa.A.1.4.1	(i) these areas shall have a bearing strength sufficient to support repetitive operations of the intended aircraft, except for areas which are expected for only occasional use which only need to be capable of supporting the aircraft;	Requirement	YES	
AVa.A.1.4.2	(ii) these areas shall be designed to drain water and to prevent standing water becoming an unacceptable risk to aircraft operations;	Requirement	YES	
AVa.A.1.4.3	(iii) the slope and slope changes of these areas shall not create an unacceptable risk to aircraft operations;	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AVa.A.1.4.4	(iv) the surface characteristics of these areas shall be adequate for use by the intended aircraft; and	Requirement	YES	
AVa.A.1.4.5	(v) these areas shall be free from objects which might create an unacceptable risk to aircraft. This should not preclude parking equipment required for that area in specifically identified positions or zones.	Requirement	YES	
AVa.A.1.5	(e) Other infrastructure intended for use by aircraft shall be so designed that use of that infrastructure does not create an unacceptable risk to aircraft using it.	Requirement	YES	
AVa.A.1.6	(f) Constructions, buildings, equipment or storage areas shall be located and designed so as not to create an unacceptable risk for aircraft operations.	Requirement	YES	
AVa.A.1.7	(g) Suitable means shall be provided to prevent unauthorised persons, unauthorised vehicles or animals large enough to create an unacceptable risk to aircraft operations from entering the movement area, without prejudice to national and international animal protection provisions.	Requirement	YES	
AVa.A.2	2. Obstacle clearances	Heading		
AVa.A.2.1	(a) To protect aircraft proceeding to an aerodrome for landing, or for their departure from an aerodrome, arrival and departure routes or areas shall be established. Such routes or areas shall provide aircraft with the required clearance from obstacles located in the area surrounding the aerodrome taking due account of the local physical characteristics.	Requirement	YES	
AVa.A.2.2	(b) Such obstacle clearance shall be appropriate to the phase of flight and type of operation being conducted. It shall also take into account the equipment being used for determining the position of the aircraft.	Requirement	YES	
AVa.A.3	3. Visual and non-visual aids and aerodrome equipment	Heading		
AVa.A.3.1	(a) AIDS shall be fit for purpose, recognisable and provide unambiguous information to users under all intended operational conditions.	Requirement	YES	
AVa.A.3.2	(b) Aerodrome equipment shall function as intended under the foreseen operating conditions. Under operating conditions or in case of failure, aerodrome equipment shall not cause an unacceptable risk to aviation safety.	Requirement	YES	
AVa.A.3.3	(c) The aids and their electrical power supply system shall be so designed that failures do not result in inappropriate, misleading or insufficient information being given to users or in interruption of an essential service.	Requirement	YES	
AVa.A.3.4	(d) Suitable means of protection shall be provided to avoid damage or disturbance to such aids.	Requirement	YES	
AVa.A.3.5	(e) Sources of radiation or the presence of moving or fixed objects shall not interfere with or adversely affect the performance of aeronautical communications, navigation and surveillance systems.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AVa.A.3.6	(f) Information on operation and use of aerodrome equipment shall be made available to relevant staff, including clear indications of the conditions which may create unacceptable risks to aviation safety.	Requirement	YES	
AVa.A.4	4. Aerodrome data	Heading		
AVa.A.4.1	(a) Data relevant to the aerodrome and the available services shall be established and kept up to date.	Requirement	YES	
AVa.A.4.2	(b) The data shall be accurate, readable, complete and unambiguous. Appropriate integrity levels shall be maintained.	Requirement	YES	
AVa.A.4.3	(c) The data shall be made available to the users and the relevant ANS providers in a timely manner, using a sufficiently secure and expeditious method of communication.	Requirement	YES	
AVa.B	B — Operations and management	Heading		
AVa.B.1	1. The aerodrome operator is responsible for operation of the aerodrome. The responsibilities of the aerodrome operator are as follows:	Requirement	YES	
AVa.B.1.1	(a) the aerodrome operator shall have, directly or under contracts, all the means necessary to ensure safe operation of aircraft at the aerodrome. These means shall include, but are not limited to, facilities, personnel, equipment and material, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;	Requirement	YES	
AVa.B.1.2	(b) the aerodrome operator shall verify that the requirements of Section A are complied with at all times or take appropriate measures to mitigate the risks associated with non-compliance. Procedures shall be established and applied to make all users aware of such measures in a timely manner;	Requirement	YES	
AVa.B.1.3	(c) the aerodrome operator shall establish and implement an appropriate aerodrome wildlife risk management programme;	Requirement	YES	
AVa.B.1.4	(d) the aerodrome operator shall ensure that movements of vehicles and persons in the movement area and other operational areas are coordinated with movements of aircraft in order to avoid collisions and damage to aircraft;	Requirement	YES	
AVa.B.1.5	(e) the aerodrome operator shall ensure that procedures to mitigate risks related to aerodrome operations in winter operation, adverse weather conditions, reduced visibility or at night, if applicable, are established and implemented;	Requirement	YES	
AVa.B.1.6	(f) the aerodrome operator shall establish arrangements with other relevant organisations to ensure continuing compliance with these essential requirements for aerodromes. These organisations include, but are not limited to, aircraft operators, air navigation service providers, ground handling service providers and other organisations whose activities or products may have an effect on aircraft safety;	Requirement	YES	
AVa.B.1.7	(g) the aerodrome operator, either by itself or by means of contracts with third parties, shall ensure that procedures exist to provide aircraft with fuel which is uncontaminated and of the correct specification;	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AVa.B.1.8	(h) manuals for maintenance of aerodrome equipment shall be available, applied in practice and cover maintenance and repair instructions, servicing information, troubleshooting and inspection procedures;	Requirement	YES	
AVa.B.1.9	(i) the aerodrome operator shall establish and implement an aerodrome emergency plan, covering emergency scenarios that may occur at the aerodrome or in its surroundings. This plan shall be coordinated, as appropriate, with the local community emergency plan;	Requirement	YES	
AVa.B.1.10	(j) the aerodrome operator shall ensure that adequate aerodrome rescue and firefighting services are provided. Such services shall respond to an incident or accident with due urgency and shall include at least equipment, extinguishing agents and a sufficient number of personnel;	Requirement	YES	
AVa.B.1.11	(k) the aerodrome operator shall use only trained and qualified personnel for aerodrome operations and maintenance and shall implement and maintain training and check programmes to ensure the continuing competence of all relevant personnel;	Requirement	YES	
AVa.B.1.12	(l) the aerodrome operator shall ensure that any person permitted unescorted access to the movement area or other operational areas is adequately trained and qualified for such access;	Requirement	YES	
AVa.B.1.13	(m) the rescue and firefighting personnel shall be properly trained and qualified to operate in the aerodrome environment. The aerodrome operator shall implement and maintain training and check programmes to ensure the continuing competence of this personnel; and	Requirement	YES	
AVa.B.1.14	(n) all rescue and firefighting personnel potentially required to act in aviation emergencies shall periodically demonstrate their medical fitness to execute their functions satisfactorily, taking into account the type of activity. In this context, medical fitness, comprising both physical and mental fitness, means not suffering from any disease or disability which could make this personnel unable:	Requirement	YES	
AVa.B.1.14.1	(i) to execute the tasks necessary to operate in aviation emergencies;	Requirement	YES	
AVa.B.1.14.2	(ii) to perform their assigned duties at any time; or	Requirement	YES	
AVa.B.1.14.3	(iii) to perceive their environment correctly.	Requirement	YES	
AVa.B.2	2. Management systems	Heading		
AVa.B.2.1	(a) The aerodrome operator shall implement and maintain a management system to ensure compliance with these essential requirements for aerodromes and to aim for continuous and proactive improvement of safety. The management system shall include organisational structures, accountability, responsibilities, policies and procedures.	Requirement	YES	
AVa.B.2.2	(b) The management system shall include an accident and incident prevention programme, including an occurrence-reporting and analysis scheme. The analysis shall involve the parties listed in point 1(f) above, as appropriate.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AVa.B.2.3	(c) The aerodrome operator shall develop an aerodrome manual and operate in accordance with that manual. Such manuals shall contain all necessary instructions, information and procedures for the aerodrome, the management system and for operations personnel to perform their duties.	Requirement	YES	
AVa.C	C — Aerodrome surroundings	Heading		
AVa.C.1	1. The airspace around aerodrome movement areas shall be safeguarded from obstacles so as to permit the intended aircraft operations at the aerodromes without creating an unacceptable risk caused by the development of obstacles around the aerodrome. Obstacle monitoring surfaces shall therefore be developed, implemented and continuously monitored to identify any infringing penetration.	Requirement	YES	
AVa.C.1.1	(a) Any infringement of these surfaces will require an assessment to identify whether or not the object creates an unacceptable risk. Any object posing an unacceptable risk shall be removed or appropriate mitigating action shall be taken to protect aircraft using the aerodrome.	Requirement	YES	
AVa.C.1.2	(b) Any remaining such obstacles shall be published and, depending on the need, shall be marked and, where necessary, made visible by means of lights.	Requirement	YES	
AVa.C.2	2. Hazards related to human activities and land use, such as, but not limited to, items on the following list, shall be monitored. The risk caused by them shall be assessed and mitigated as appropriate:	Requirement	YES	
AVa.C.2.1	(a) any development or change in land use in the aerodrome area;	Requirement	YES	
AVa.C.2.2	(b) the possibility of obstacle-induced turbulence;	Requirement	YES	
AVa.C.2.3	(c) the use of hazardous, confusing and misleading lights;	Requirement	YES	
AVa.C.2.4	(d) the dazzling caused by large and highly reflective surfaces;	Requirement	YES	
AVa.C.2.5	(e) the creation of areas that might encourage wildlife activity in the surroundings of the aerodrome movement area;	Requirement	YES	
AVa.C.2.6	(f) sources of non-visible radiation or the presence of moving or fixed objects which may interfere with, or adversely affect, the performance of aeronautical communications, navigation and surveillance systems.	Requirement	YES	
AVa.C.3	3. A local community emergency plan shall be established for aviation emergency situations occurring in the aerodrome local area.	Requirement	YES	
AVa.D	D — Others	Heading		
AVa.D.1	Except for aircraft emergency situations, when diverting to an alternate aerodrome, or under other conditions specified in each case, an aerodrome or parts thereof shall not be used by aircraft for which the aerodrome design and operating procedures are not normally intended.	Requirement	YES	
AVb	ANNEX Vb - ESSENTIAL REQUIREMENTS FOR ATM/ANS AND AIR TRAFFIC CONTROLLERS	Heading		
AVb.1	1. Use of the airspace	Heading		

No.	Text	Type	Applicable to project?	Comments
AVb.1.1	<i>(a) All aircraft, excluding those engaged in the activities referred to in Article 1(2)(a), in all phases of flight or on the movement area of an aerodrome, shall be operated in accordance with common general operating rules and any applicable procedure specified for use of that airspace.</i>	Requirement	NO	
AVb.1.2	<i>(b) All aircraft, excluding those engaged in the activities referred to in Article 1(2)(a), shall be equipped with the required constituents and operated accordingly. Constituents used in the ATM/ANS system shall also comply with the requirements in point 3.</i>	Requirement	NO	
AVb.2	<b>2. Services</b>	Heading		
AVb.2.1	<b>(a) Aeronautical information and data for airspace users for the purpose of air navigation</b>	Heading		
AVb.2.1.1	<i>(i) The data used as a source for aeronautical information shall be of sufficient quality, complete, current and provided in a timely manner.</i>	Requirement	NO	
AVb.2.1.2	<i>(ii) Aeronautical information shall be accurate, complete, current, unambiguous and be of adequate integrity in a suitable format for users.</i>	Requirement	NO	
AVb.2.1.3	<i>(iii) The dissemination of such aeronautical information to airspace users shall be timely and use sufficiently reliable and expeditious means of communication protected from interference and corruption.</i>	Requirement	NO	
AVb.2.2	<b>(b) Meteorological information</b>	Heading		
AVb.2.2.1	<i>(i) The data used as a source for aeronautical meteorological information shall be of sufficient quality, complete and current.</i>	Requirement	NO	
AVb.2.2.2	<i>(ii) To the extent possible, aeronautical meteorological information shall be precise, complete, current, be of adequate integrity and unambiguous in order to meet the needs of airspace users.</i>	Requirement	NO	
AVb.2.2.3	<i>(iii) The dissemination of such aeronautical meteorological information to airspace users shall be timely and use sufficiently reliable and expeditious means of communication protected from interference and corruption.</i>	Requirement	NO	
AVb.2.3	<b>(c) Air traffic services</b>	Heading		
AVb.2.3.1	<i>(i) The data used as a source for the provision of air traffic services shall be correct, complete and current.</i>	Requirement	NO	
AVb.2.3.2	<i>(ii) Air traffic services shall be sufficiently precise, complete, current, and unambiguous to meet the safety needs of users.</i>	Requirement	NO	
AVb.2.3.3	<i>(iii) Automated tools providing information or advice to users shall be properly designed, manufactured and maintained to ensure that they are fit for their intended purpose.</i>	Requirement	NO	
AVb.2.3.4	<i>(iv) Air traffic control services and related processes shall provide for adequate separation between aircraft and, where appropriate, assist in protection from obstacles and other airborne hazards and shall ensure prompt and timely coordination with all relevant users and adjacent volumes of airspace.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AVb.2.3.5	<i>(v) Communication between air traffic services and aircraft and between relevant air traffic services units shall be timely, clear, correct and unambiguous, protected from interference and commonly understood and, if applicable, acknowledged by all actors involved.</i>	Requirement	NO	
AVb.2.3.6	<i>(vi) Means shall be in place to detect possible emergencies and, when appropriate, to initiate effective search and rescue action. Such means shall, as a minimum, comprise appropriate alerting mechanisms, coordination measures and procedures, means and personnel to cover the area of responsibility efficiently.</i>	Requirement	NO	
AVb.2.4	<b>(d) Communication services</b>	Heading		
AVb.2.4.1	<i>Communication services shall achieve and maintain sufficient performance with regard to their availability, integrity, continuity and timeliness. They shall be expeditious and protected from corruption.</i>	Requirement	NO	
AVb.2.5	<b>(e) Navigation service</b>	Heading		
AVb.2.5.1	<i>Navigation services shall achieve and maintain a sufficient level of performance with regard to guidance, positioning and, when provided, timing information. The performance criteria include accuracy, integrity, availability and continuity of the service.</i>	Requirement	NO	
AVb.2.6	<b>(f) Surveillance service</b>	Heading		
AVb.2.6.1	<i>Surveillance services shall determine the respective position of aircraft in the air and of other aircraft and ground vehicles on the aerodrome surface, with sufficient performance with regard to their accuracy, integrity, continuity and probability of detection.</i>	Requirement	NO	
AVb.2.7	<b>(g) Air traffic flow management</b>	Heading		
AVb.2.7.1	<i>The tactical management of air traffic flows at Community level shall use and provide sufficiently precise and current information of the volume and nature of the planned air traffic affecting service provision and shall coordinate and negotiate re-routing or delaying traffic flows in order to reduce the risk of overloading situations occurring in the air or at the aerodromes.</i>	Requirement	NO	
AVb.2.8	<b>(h) Airspace management</b>	Heading		
AVb.2.8.1	<i>The designation of specific volumes of airspace for a certain use shall be monitored, coordinated and promulgated in a timely manner in order to reduce the risk of loss of separation between aircraft in all circumstances.</i>	Requirement	NO	
AVb.2.9	<b>(i) Airspace design</b>	Heading		
AVb.2.9.1	<i>Airspace structures and flight procedures shall be properly designed, surveyed and validated before they can be deployed and used by aircraft.</i>	Requirement	NO	
AVb.3	<b>3. Systems and constituents</b>	Heading		
AVb.3.1	<b>(a) General</b>	Heading		
AVb.3.1.1	<i>ATM/ANS systems and constituents providing related information to and from the aircraft and on the ground shall be properly designed, manufactured, installed, maintained and operated to ensure that they are fit for their intended purpose.</i>	Requirement	NO	



No.	Text	Type	Applicable to project?	Comments
AVb.3.2	<b>(b) System and constituent integrity, performance and reliability</b>	Heading		
AVb.3.2.1	<i>The integrity and safety-related performance of systems and constituents whether on aircraft, on the ground or in space, shall be fit for their intended purpose. They shall meet the required level of operational performance for all their foreseeable operating conditions and for their whole operational life.</i>	Requirement	NO	
AVb.3.3	<b>(c) Design of systems and constituents</b>	Heading		
AVb.3.3.1	<i>(i) Systems and constituents shall be designed to meet applicable safety requirements.</i>	Requirement	NO	
AVb.3.3.2	<i>(ii) Systems and constituents, considered collectively, separately and in relation to each other, shall be designed in such a way that an inverse relationship exists between the probability that any failure can result in a total system failure and the severity of its effect on the safety of services.</i>	Requirement	NO	
AVb.3.3.3	<i>(iii) Systems and constituents, considered individually and in combination with each other, shall be designed taking into account limitations related to human capabilities and performance.</i>	Requirement	NO	
AVb.3.3.4	<i>(iv) Systems and constituents shall be designed in a manner that protects them from unintended harmful interactions with external elements.</i>	Requirement	NO	
AVb.3.3.5	<i>(v) Information needed for manufacturing installation, operation and maintenance of the systems and constituents as well as information concerning unsafe conditions shall be provided to personnel in a clear, consistent and unambiguous manner.</i>	Requirement	NO	
AVb.3.4	<b>(d) Continuing level of service</b>	Heading		
AVb.3.4.1	<i>Safety levels of systems and constituents shall be maintained during service and any modifications to service.</i>	Requirement	NO	
AVb.4	<b>4. Qualification of air traffic controllers</b>	Heading		
AVb.4.1	<b>(a) General</b>	Heading		
AVb.4.1.1	<i>A person undertaking training as an air traffic controller or as a student air traffic controller, shall be sufficiently mature educationally, physically and mentally to acquire, retain and demonstrate the relevant theoretical knowledge and practical skill.</i>	Requirement	NO	
AVb.4.2	<b>(b) Theoretical knowledge</b>	Heading		
AVb.4.2.1	<i>(i) An air traffic controller shall acquire and maintain a level of knowledge appropriate to the functions exercised and proportionate to the risks associated with the type of service.</i>	Requirement	NO	
AVb.4.2.2	<i>(ii) Acquisition and retention of theoretical knowledge shall be demonstrated by continuous assessment during training, or by appropriate examinations.</i>	Requirement	NO	
AVb.4.2.3	<i>(iii) An appropriate level of theoretical knowledge shall be maintained. Compliance shall be demonstrated by regular assessments or examinations. The frequency of examinations shall be proportionate to the level of risk associated with the type of service.</i>	Requirement	NO	
AVb.4.3	<b>(c) Practical skill</b>	Heading		

No.	Text	Type	Applicable to project?	Comments
AVb.4.3.1	<i>(i) An air traffic controller shall acquire and maintain the practical skills appropriate to exercise his/her functions. Such skills shall be proportionate to the risks associated with the type of service and shall cover at least, if appropriate to the functions exercised, the following items:</i>	Requirement	NO	
AVb.4.3.1.1	<i>i. operational procedures;</i>	Requirement	NO	
AVb.4.3.1.2	<i>ii. task specific aspects;</i>	Requirement	NO	
AVb.4.3.1.3	<i>iii. abnormal and emergency situations; and</i>	Requirement	NO	
AVb.4.3.1.4	<i>iv. human factors.</i>	Requirement	NO	
AVb.4.3.2	<i>(ii) An air traffic controller shall demonstrate the ability to perform the associated procedures and tasks with a level of competence appropriate to the functions exercised.</i>	Requirement	NO	
AVb.4.3.3	<i>(iii) A satisfactory level of competence in practical skill shall be maintained. Compliance shall be verified by regular assessments. The frequency of these assessments shall be proportionate to the complexity and the level of risk associated with the type of service and the tasks performed.</i>	Requirement	NO	
AVb.4.4	<b>(d) Language proficiency</b>	Heading		
AVb.4.4.1	<i>(i) An air traffic controller shall demonstrate proficiency to speak and understand English to the extent he/she is able to communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations on concrete and work-related topics, including in emergency situations.</i>	Requirement	NO	
AVb.4.4.2	<i>(ii) Whenever necessary in a defined volume of airspace for ATS service provision purposes, an air traffic controller shall also have proficiency to speak and understand the national language(s) to the extent described above.</i>	Requirement	NO	
AVb.4.5	<b>(e) Synthetic training devices (STD)</b>	Heading		
AVb.4.5.1	<i>When an STD is used for practical training on situational awareness and human factors or to demonstrate that skills are acquired or maintained, it shall have a level of performance that allows adequate simulation of the working environment and operational situations appropriate to the training provided.</i>	Requirement	NO	
AVb.4.6	<b>(f) Training course</b>	Heading		
AVb.4.6.1	<i>(i) Training shall be given by a training course, which may comprise theoretical and practical instruction, including training on an STD, if applicable.</i>	Requirement	NO	
AVb.4.6.2	<i>(ii) A course shall be defined and approved for each type of training.</i>	Requirement	NO	
AVb.4.7	<b>(g) Instructors</b>	Heading		
AVb.4.7.1	<i>(i) Theoretical instruction shall be given by appropriately qualified instructors. They shall:</i>	Requirement	NO	
AVb.4.7.1.1	<i>i. have appropriate knowledge in the field where instruction is to be given; and</i>	Requirement	NO	
AVb.4.7.1.2	<i>ii. have demonstrated the ability to use appropriate instructional techniques.</i>	Requirement	NO	
AVb.4.7.2	<i>(ii) Instruction on practical skills shall be given by appropriately qualified instructors, who have the following qualifications:</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AVb.4.7.2.1	<i>i. meet the theoretical knowledge and the experience requirements appropriate to the instruction being given;</i>	Requirement	NO	
AVb.4.7.2.2	<i>ii. have demonstrated the ability to instruct and to use appropriate instructional techniques;</i>	Requirement	NO	
AVb.4.7.2.3	<i>iii. have practised instructional techniques in those procedures in which it is intended to provide instruction; and</i>	Requirement	NO	
AVb.4.7.2.4	<i>iv. receive regular refresher training to ensure that the instructional competences are maintained.</i>	Requirement	NO	
AVb.4.7.3	<i>(iii) Instructors on practical skills shall also be or have been entitled to act as an air traffic controller.</i>	Requirement	NO	
AVb.4.8	<b>(h) Assessors</b>	Heading		
AVb.4.8.1	<i>(i) Persons responsible for assessing the skill of air traffic controllers shall:</i>	Requirement	NO	
AVb.4.8.1.1	<i>i. have demonstrated the ability to assess the performance of, and conduct tests and checks on air traffic controllers; and</i>	Requirement	NO	
AVb.4.8.1.2	<i>ii. receive regular refresher training to ensure that the assessment standards are maintained up to date.</i>	Requirement	NO	
AVb.4.8.2	<i>(ii) Assessors on practical skills shall also be or have been entitled to act as an air traffic controller in those areas in which assessment is to be made.</i>	Requirement	NO	
AVb.4.9	<b>(i) Medical fitness of an air traffic controller</b>	Heading		
AVb.4.9.1	<i>(i) Medical criteria</i>	Statement		
AVb.4.9.1.1	<i>i. All air traffic controllers shall periodically demonstrate medical fitness to satisfactorily execute their functions. Compliance shall be shown by appropriate assessment taking into account the possible mental and physical degradation due to age;</i>	Requirement	NO	
AVb.4.9.1.2	<i>ii. Demonstration of medical fitness, comprising physical and mental fitness, shall include the demonstrated absence of any disease or disability, which makes the person providing an air traffic control (ATC) service unable:</i>	Requirement	NO	
AVb.4.9.1.2.1	<i>— to execute properly the tasks necessary to provide an ATC service,</i>	Requirement	NO	
AVb.4.9.1.2.2	<i>— to perform assigned duties at any time, or</i>	Requirement	NO	
AVb.4.9.1.2.3	<i>— to perceive correctly his/her environment.</i>	Requirement	NO	
AVb.4.9.2	<i>(ii) Where medical fitness cannot be fully demonstrated, mitigation measures that provide equivalent safety may be implemented.</i>	Statement		
AVb.5	<b>5. Service providers and training organisations</b>	Heading		
AVb.5.1	<i>(a) Service provision shall not be undertaken unless the following conditions are met:</i>	Requirement	NO	
AVb.5.1.1	<i>(i) the service provider shall have directly or indirectly through contracts the means necessary for the scale and scope of the service. These means shall comprise but are not limited to the following: systems, facilities, including power supply, management structure, personnel, equipment and its maintenance, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AVb.5.1.2	<i>(ii) the service provider shall develop and keep up-to-date management and operations manuals relating to the provision of its services and operate in accordance with those manuals. Such manuals shall contain all necessary instructions, information and procedures for the operations, the management system and for operations personnel to perform their duties;</i>	Requirement	NO	
AVb.5.1.3	<i>(iii) the service provider shall implement and maintain a risk-based management system to ensure compliance with the essential requirements in this Annex and aim for continuous proactive improvement of this system;</i>	Requirement	NO	
AVb.5.1.4	<i>(iv) the service provider shall use only suitably qualified and trained personnel and implement and maintain training and checking programmes for the personnel;</i>	Requirement	NO	
AVb.5.1.5	<i>(v) the service provider shall establish formal interfaces with all the other contributors to the service provision to ensure compliance with these essential requirements;</i>	Requirement	NO	
AVb.5.1.6	<i>(vi) the service provider shall establish and implement a contingency plan covering emergency and abnormal situations that may occur in relation to its services;</i>	Requirement	NO	
AVb.5.1.7	<i>(vii) the service provider shall establish and maintain an accident and incident prevention and safety programme including an occurrence reporting and analysis programme, which shall be used by the management system in order to contribute to the aim of continuous improvement of safety; and</i>	Requirement	NO	
AVb.5.1.8	<i>(viii) the service provider shall make arrangements to verify that the safety performance requirements of any system and constituent they operate are met at any time.</i>	Requirement	NO	
AVb.5.2	<i>(b) ATC service provision shall not be undertaken unless the following conditions are met:</i>	Requirement	NO	
AVb.5.2.1	<i>(i) the prevention of fatigue of personnel providing an ATC service shall be managed through a rostering system. Such a rostering system needs to address duty periods, duty time and adapted rest periods. Limitations established within the rostering system shall take into account relevant factors contributing to fatigue such as, in particular, sleep deprivation, disruption of circadian cycles, night hours, cumulative duty time for given periods of time and also the sharing of allocated tasks between personnel;</i>	Requirement	NO	
AVb.5.2.2	<i>(ii) the prevention of stress of personnel providing an ATC service shall be managed through education and prevention programmes;</i>	Requirement	NO	
AVb.5.2.3	<i>(iii) the ATC service provider shall have in place procedures to verify that the cognitive judgement of personnel providing ATC services is not impaired or their medical fitness insufficient;</i>	Requirement	NO	
AVb.5.2.4	<i>(iv) the ATC service provider shall take into account operational and technical constraints as well as human factor principles in its planning and operations.</i>	Requirement	NO	
AVb.5.3	<i>(c) Communication, navigation and/or surveillance service provision shall not be undertaken unless the following condition is met:</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AVb.5.3.1	<i>The service provider shall keep relevant airspace users and ATS units informed on a timely basis of the operational status (and changes thereof) of their services provided for ATS purposes.</i>	Requirement	NO	
AVb.5.4	<i>(d) Training organisations</i>	Statement		
AVb.5.4.1	<i>A training organisation providing training for personnel providing an ATC service shall meet the following requirements:</i>	Requirement	NO	
AVb.5.4.1.1	<i>(i) have all the means necessary for the scope of responsibilities associated with their activity. These means comprise, but are not limited to, the following: facilities, personnel, equipment, methodology, documentation of tasks, responsibilities and procedures, access to relevant data and record-keeping;</i>	Requirement	NO	
AVb.5.4.1.2	<i>(ii) implement and maintain a management system relating to safety and the standard of training, and aim for continuous improvement of this system; and</i>	Requirement	NO	
AVb.5.4.1.3	<i>(iii) establish arrangements with other relevant organisations, as necessary, to ensure continuing compliance with these essential requirements.</i>	Requirement	NO	
AVI	<b>ANNEX VI - CORRELATION TABLE</b>	Heading		
AVI.1	<i>Regulation (EC) No 1592/2002 - This Regulation</i>	Statement		Table

Regulation: Commission Regulation (EC) No 1033/2006 of 4 July 2006 laying down the requirements on procedures for flight plans in the pre-flight phase for the single European sky

As amended by: Commission Regulation (EU) No 929/2010 of 18 October 2010 amending Regulation (EC) No 1033/2006 as regards the ICAO provisions referred to in Article 3(1); Please note: this regulation was repealed by Impl. Reg. No 428/2013

Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No Commission Implementing Regulation (EU) No 428/2013 of 8 May 2013 amending Regulation (EC) No 1033/2006 as regards the ICAO provisions referred to in Article 3(1) and repealing Regulation (EU) No 929/2010

Commission Implementing Regulation (EU) 2016/2120 of 2 December 2016 amending Regulation (EC) No 1033/2006 as regards the provisions referred to in Article 3(1)

No.	Text	Type	Applicable to project?	Comments
1	Article 1 - Subject matter and scope	Heading		
1.1	<i>1. This Regulation lays down the requirements on procedures for flight plans in the pre-flight phase in order to ensure the consistency of flight plans, repetitive flight plans and associated update messages between operators, pilots and air traffic services units through the Integrated Initial Flight Plan Processing System, either in the period preceding the first delivery of air traffic control clearance for flights taking off from within the airspace covered by this Regulation or in the period preceding entry into that airspace for other flights.</i>	Statement		
1.2	2. This Regulation shall apply to all flights intended to operate or operating as general air traffic in accordance with instrument flight rules within the airspace defined in Article 1(3) of Regulation (EC) No 551/2004.	Requirement	YES	
1.3	3. This Regulation shall apply to each of the following parties involved in the submission, modification, acceptance and distribution of flight plans:	Requirement	YES	
1.3.1	<i>(a) operators and agents acting on their behalf;</i>	Requirement	NO	
1.3.2	<i>(b) pilots and agents acting on their behalf;</i>	Requirement	NO	
1.3.3	(c) air traffic services units providing services to general air traffic flying in accordance with instrument flight rules.	Requirement	YES	
2	Article 2 - Definitions	Heading		
2.1	<i>1. For the purposes of this Regulation the definitions set out in Regulation (EC) No 549/2004 shall apply.</i>	Requirement	NO	
2.2	<i>2. In addition to the definitions referred to in paragraph 1 the following definitions shall apply:</i>	Requirement	NO	
2.2.1	<i>1. 'flight plan' means specified information provided to air traffic service units, relative to an intended flight or portion of a flight of an aircraft;</i>	Statement		
2.2.2	<i>2. 'pre-flight phase' means the period from the first submission of a flight plan until the first delivery of an air traffic control clearance;</i>	Statement		

No.	Text	Type	Applicable to project?	Comments
2.2.3	3. 'repetitive flight plan' means a flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by air traffic service units;	Statement		
2.2.4	4. 'operator' means a person, organisation or enterprise engaged in or offering to engage in an aircraft operation;	Statement		
2.2.5	5. 'air traffic services unit' (hereinafter ATS unit) means a unit, civil or military, responsible for providing air traffic services;	Statement		
2.2.6	6. 'Integrated Initial Flight Plan Processing System' (hereinafter IFPS) means a system within the European Air Traffic Management Network through which a centralised flight planning processing and distribution service, dealing with the reception, validation and distribution of flight plans, is provided within the airspace covered by this Regulation;	Statement		
2.2.7	7. 'air traffic control clearance' (hereinafter ATC clearance) means an authorisation for an aircraft to proceed under conditions specified by an air traffic control unit;	Statement		
2.2.8	8. 'IFR' means the symbol used to designate instrument flight rules;	Statement		
2.2.9	9. 'air traffic control unit' (hereinafter ATC unit) means variously area control centre, approach control unit or aerodrome control tower;	Statement		
2.2.10	10. 'key items of a flight plan' means the following items of a flight plan:	Statement		
2.2.10.1	(a) aircraft identification;	Statement		
2.2.10.2	(b) departure aerodrome;	Statement		
2.2.10.3	(c) estimated off-block date;	Statement		
2.2.10.4	(d) estimated off-block time;	Statement		
2.2.10.5	(e) destination aerodrome;	Statement		
2.2.10.6	(f) route excluding terminal area procedures;	Statement		
2.2.10.7	(g) cruising speed(s) and requested flight level(s);	Statement		
2.2.10.8	(h) aircraft type and category of wake turbulence;	Statement		
2.2.10.9	(i) flight rules and type of flight;	Statement		
2.2.10.10	(j) aircraft equipment and its related capabilities;	Statement		
2.2.11	11. 'originator' means a person or organisation submitting flight plans and any associated update messages to the IFPS, including pilots, operators and agents acting on their behalf and ATS units;	Statement		
2.2.12	12. 'initial flight plan' means the flight plan initially submitted by the originator including changes, if any, initiated and accepted by pilots, operators, an ATS unit or the centralised service for flight planning processing and distribution of flight plans during the pre-flight phase;	Statement		
2.2.13	13. 'aircraft identification' means a group of letters, figures or a combination thereof which is either identical to, or the coded equivalent of, the aircraft call sign to be used in air-ground communications, and which is used to identify the aircraft in ground-ground air traffic services communications;	Statement		

No.	Text	Type	Applicable to project?	Comments
2.2.14	14. 'estimated off-block date' means the estimated date on which the aircraft will commence movement associated with departure;	Statement		
2.2.15	15. 'estimated off-block time' means the estimated time at which the aircraft will commence movement associated with departure;	Statement		
2.2.16	16. 'terminal area procedures' means the standard instrument departures and the standard instrument arrivals as defined in ICAO Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168 — Volume 1 — Fifth edition — 2006, incorporating all Amendment up to No 6).	Statement		
3	Article 3 - Interoperability and performance requirements	Heading		
3.1	1. The provisions specified in the Annex shall apply to the submission, acceptance and distribution of flight plans for every flight subject to this Regulation and to all changes to a key item in a flight plan in the pre-flight phase in accordance with this Regulation.	Requirement	YES	
3.2	2. Member States shall take the necessary measures to ensure that when IFPS receives a flight plan, or change thereto, it:	Requirement	NO	
3.2.1	(a) checks it for compliance with the format and data conventions;	Requirement	NO	
3.2.2	(b) checks it for completeness and, to the extent possible, for accuracy;	Requirement	NO	
3.2.3	(c) takes action, if necessary, to make it acceptable to the air traffic services; and	Requirement	NO	
3.2.4	(d) indicates acceptance of the flight plan or changes thereto to the originator.	Requirement	NO	
3.3	3. Member States shall take the necessary measures to ensure that IFPS communicates to all affected ATS units the accepted flight plan and any accepted pre-flight phase changes to the key items of the flight plan and associated update messages.	Requirement	NO	
3.4	4. The originator, when not being the operator or the pilot, shall ensure that the conditions of acceptance of a flight plan and any necessary changes to these conditions as notified by IFPS are made available to the operator or the pilot who has submitted the flight plan.	Requirement	NO	
3.5	5. The operator shall ensure that the conditions of acceptance of a flight plan and any necessary changes thereto as notified by IFPS to the originator are incorporated into the planned flight operation and communicated to the pilot.	Requirement	NO	
3.6	6. The operator shall ensure prior to operation of the flight that the content of the initial flight plan correctly reflects the operational intentions.	Requirement	NO	
3.7	7. ATC units shall, during the pre-flight phase, make available through IFPS any necessary changes affecting the route or flight level key items of a flight plan that could affect the safe conduct of a flight, for flight plans and associated update messages previously received by them from IFPS.	Requirement	NO	
3.7.1	No other changes to or cancellation of a flight plan shall be made by an ATC unit in the pre-flight phase without coordination with the operator.	Requirement	NO	



No.	Text	Type	Applicable to project?	Comments
3.8	<i>8. Member States shall take the necessary measures to ensure that IFPS communicates any necessary pre-flight phase changes referred to in the first subparagraph of paragraph 7 to the originator of the flight plan.</i>	Requirement	NO	
3.9	9. When no flight plan has previously been received from IFPS by ATS units for a flight entering the airspace under their responsibility, the units concerned shall make available through IFPS at least the aircraft identification, aircraft type, point of entry to their area of responsibility, time and flight level at that point, route and destination aerodrome for such flights.	Requirement	YES	
4	Article 4 - Safety requirements	Heading		
4.1	<i>Member States shall take the necessary measures to ensure that any changes to the existing procedures for flight plans in the pre-flight phase covered by this Regulation or any introduction of new procedures are preceded by a safety assessment, including hazard identification, risk assessment and mitigation processes, conducted by the parties concerned.</i>	Requirement	NO	
5	Article 5 - Additional requirements	Heading		
5.1	1. ATS units shall ensure that their personnel involved in flight planning are made duly aware of the relevant provisions in this Regulation and that they are adequately trained for their job functions.	Requirement	YES	
5.2	<i>2. Member States shall take the necessary measures to ensure that the personnel operating the IFPS involved in flight planning are made duly aware of the relevant provisions of this Regulation and that they are adequately trained for their job functions.</i>	Requirement	NO	
5.3	3. ATS units shall:	Requirement	YES	
5.3.1	(a) develop and maintain operations manuals containing the necessary instructions and information to enable their operations personnel to apply the provisions of this Regulation;	Requirement	YES	
5.3.2	(b) ensure that the manuals referred to in point (a) are accessible and kept up to date and that their update and distribution are subject to appropriate quality and documentation configuration management;	Requirement	YES	
5.3.3	(c) ensure that the working methods and operating procedures comply with the relevant provisions specified in this Regulation.	Requirement	YES	
5.4	<i>4. Member States shall take the necessary measures to ensure that the centralised flight planning processing and distribution service:</i>	Requirement	NO	
5.4.1	<i>(a) develops and maintains operations manuals containing the necessary instructions and information to enable their operations personnel to apply the provisions of this Regulation;</i>	Requirement	NO	
5.4.2	<i>(b) ensures that the manuals referred to in point (a) are accessible and kept up to date and that their update and distribution are subject to appropriate quality and documentation configuration management;</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
5.4.3	<i>(c) ensures that the working methods and operating procedures comply with the relevant provisions specified in this Regulation.</i>	Requirement	NO	
5.5	<i>5. Member States shall take the necessary measures to ensure compliance with this Regulation.</i>	Requirement	NO	
<b>6</b>	<b>Article 6 - Entry into force and application</b>	Heading		
6.1	<i>This Regulation shall enter into force on the 20th day following its publication in the Official Journal of the European Union.</i>	Requirement	NO	
6.2	<i>It shall apply from 1 January 2009.</i>	Requirement	NO	
6.3	<i>This Regulation shall be binding in its entirety and directly applicable in all Member States.</i>	Requirement	NO	
<b>A</b>	<b>ANNEX - Provisions referred to in Article 3(1)</b>	Heading		
A.1	<i>1. Section 4 of the Annex to Commission Implementing Regulation (EU) No 923/2012</i>	Statement		
A.2	<i>2. Chapter 4, Section 4.4 (Flight plans) and Chapter 11, Paragraph 11.4.2.2 (Movement messages) of ICAO PANS-ATM Doc. 4444 (15th edition of 2007 including all amendments up to No 6).</i>	Statement		
A.3	<i>3. Chapter 2 (Flight plans) and Chapter 6, Paragraph 6.12.3 (Boundary estimates) of Regional Supplementary Procedures, Doc. 7030, European (EUR) Regional Supplementary Procedures (5th edition of 2008 including all amendments up to No 9).</i>	Statement		

Regulation: Commission Regulation (EU) No 255/2010 of 25 March 2010 laying down common rules on air traffic flow management  
 As amended by: Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010  
 Commission Implementing Regulation (EU) 2016/1006 of 22 June 2016 amending Regulation (EU) No 255/2010 as regards the ICAO provisions referred to in Article 3(1)

No.	Text	Type	Applicable to project?	Comments
1	Article 1 - Subject matter and scope	Heading		
1.1	<i>1. This Regulation lays down the requirements for air traffic flow management (hereinafter ATFM) in order to optimise the available capacity of the European air traffic management network (hereinafter EATMN) and enhance ATFM processes.</i>	Statement		
1.2	2. This Regulation shall apply within the airspace referred to in Article 1(3) of Regulation (EC) No 551/2004 to:	Requirement	YES	
1.2.1	(a) all flights intended to operate or operating as general air traffic and in accordance with the instrument flight rules (hereinafter IFR) in whole or in part;	Requirement	YES	
1.2.2	(b) all phases of flights referred to in point (a) and air traffic management.	Requirement	YES	
1.3	3. This Regulation shall apply to the following parties, or agents acting on their behalf, involved in ATFM processes:	Requirement	YES	
1.3.1	(a) operators of aircraft,	Requirement	NO	
1.3.2	(b) air traffic service (hereinafter ATS) units, including ATS reporting offices and aerodrome control services;	Requirement	YES	
1.3.3	(c) aeronautical information services;	Requirement	NO	
1.3.4	(d) entities involved in airspace management;	Requirement	NO	
1.3.5	(e) airport managing bodies;	Requirement	YES	
1.3.6	(f) the central unit for ATFM;	Requirement	NO	
1.3.7	(g) local ATFM units;	Requirement	NO	
1.3.8	(h) slot coordinators of coordinated airports.	Requirement	YES	
2	Article 2 - Definitions	Heading		
2.1	<i>For the purposes of this Regulation the definitions provided for in Article 2 of Regulation (EC) No 549/2004 and Article 2 of Council Regulation (EEC) No 95/93 ( 4 ) shall apply.</i>	Requirement	NO	
2.2	<i>The following definitions shall also apply:</i>	Requirement	NO	
2.2.1	<i>1. 'air traffic flow management (ATFM) measure' means the actions taken to perform air traffic flow management and capacity management;</i>	Statement		
2.2.2	<i>2. 'operator' means a person, organisation or enterprise engaged in or offering to engage in an aircraft operation;</i>	Statement		
2.2.3	<i>3. 'IFR' means the symbol used to designate instrument flight rules;</i>	Statement		

No.	Text	Type	Applicable to project?	Comments
2.2.4	4. 'air traffic services (ATS) reporting office' means an ATS unit established for the purpose of receiving reports concerning ATS and flight plans submitted before the first delivery of an air traffic control clearance;	Statement		
2.2.5	5. 'local air traffic flow management (ATFM) unit' means a flow management entity operating on behalf of one or more other flow management entities as the interface between the central unit for ATFM and an ATS unit or a group of such units;	Statement		
2.2.6	6. 'critical event' means an unusual situation or crisis involving a major loss of EATMN capacity, or a major imbalance between EATMN capacity and demand, or a major failure in the information flow in one or several parts of the EATMN;	Statement		
2.2.7	7. 'air traffic flow management (ATFM) departure slot' means a calculated take-off time attributed by the central unit for ATFM with a time tolerance managed by the local ATS unit;	Statement		
2.2.8	8. 'route and traffic orientation' means policies and procedures for the use of routes by aircraft;	Statement		
2.2.9	9. 'multiple flight plan' means more than one flight plan for the same intended flight between two airports;	Statement		
2.2.10	10. 'air traffic service (ATS) unit sector configuration' means the four dimensional description of an ATS unit airspace sector, or group of sectors, which may be operated on a permanent or temporary basis;	Statement		
2.2.11	11. 'aerodrome taxi time' means the pre-determined time value from off-block to take-off, expressed in minutes and valid during normal airport operations;	Statement		
2.2.12	12. 'updated flight position' means aircraft position, updated by surveillance data, flight plan data or position reports;	Statement		
2.2.13	13. 'air traffic control clearance' means the authorisation for an aircraft to proceed under conditions specified by an air traffic control unit;	Statement		
2.2.14	14. 'flight plan suspension' means the process initiated by an entity performing ATFM to ensure that a change is made to the flight plan by the operator before the execution of the flight;	Statement		
2.2.15	15. 'air service' means a flight or a series of flights carrying passengers, cargo or mail for remuneration or hire;	Statement		
2.2.16	16. 'operational log' means a log of the ATFM system, converted into a database to allow quick search of ATFM data.	Statement		
3	Article 3 - Air traffic flow management framework	Heading		
3.1	1. The planning, coordination and execution of the ATFM measures by the parties referred to in Article 1(3) shall comply with the ICAO provisions specified in the Annex.	Requirement	YES	
3.2	2. ATFM shall be governed by the following principles:	Requirement	YES	
3.2.1	(a) ATFM measures shall:	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
3.2.1.1	(i) prevent excessive air traffic demand compared with declared air traffic control (ATC) capacity of sectors and airports;	Requirement	YES	
3.2.1.2	(ii) use EATMN capacity to the maximum extent possible in order to optimise the efficiency of the EATMN and minimise adverse effects on operators;	Requirement	YES	
3.2.1.3	(iii) optimise the EATMN capacity made available through the development and application of capacity enhancing measures by ATS units;	Requirement	YES	
3.2.1.4	(iv) support the management of critical events;	Requirement	YES	
3.2.2	(b) local ATFM units and the central unit for ATFM shall be considered as part of the ATFM function.	Requirement	YES	
3.3	3. The allocation of ATFM departure slots shall give priority to flights according to the order of their planned entry into the location at which the ATFM measure will apply, unless specific circumstances require application of a different priority rule which is formally agreed and is of benefit to the EATMN.	Requirement	YES	
3.4	<i>The first subparagraph may be applied to flights which are unable to accept the re-routing option to avoid or alleviate congested areas, taking into consideration the location and extent of the congested area.</i>	Statement		
4	<b>Article 4 - General obligations of Member States</b>	Heading		
4.1	1. Member States shall ensure that the ATFM function is available to parties referred to in Article 1(3) on a 24 hour basis.	Requirement	NO	
4.2	2. The definition and implementation of ATFM measures shall be compatible with Member States security and defence requirements, in order to ensure efficiency in airspace planning, allocation and use for the benefit of parties referred in Article 1(3).	Requirement	NO	
4.3	3. Consistent procedures shall be established for the cooperation between the parties involved in ATFM function, ATS units and entities involved in airspace management, in order to optimise the use of the airspace.	Requirement	NO	
4.4	4. A common reference document containing the policies, procedures and description for route and traffic orientation shall be created. Where applicable, publication of route availability in national aeronautical information publications shall be fully consistent with this common reference document.	Requirement	NO	
4.5	5. Common procedures for requesting exemption from an ATFM departure slot shall be drawn up in accordance with the ICAO provisions specified in the Annex. Those procedures shall be coordinated with the central unit for ATFM and published in national aeronautical information publications.	Requirement	NO	
5	<b>Article 5 - Obligations of Member States concerning the central unit for ATFM</b>	Heading		
5.1	Member States shall ensure that the central unit for ATFM:	Requirement	NO	
5.1.1	(a) optimises the overall performance effects on the EATMN through planning, coordination and implementation of ATFM measures;	Requirement	NO	
5.1.2	(b) consults with operators on the definition of ATFM measures;	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
5.1.3	<i>(c) ensures the effective implementation of ATFM measures, together with local ATFM units;</i>	Requirement	NO	
5.1.4	<i>(d) in coordination with local ATFM units identifies alternative routings to avoid or alleviate congested areas, taking into account the overall performance effects on the EATMN;</i>	Requirement	NO	
5.1.5	<i>(e) offers a re-routing to those flights that would optimise the effect of point (d);</i>	Requirement	NO	
5.1.6	<i>(f) provides information on ATFM in a timely manner to operators and ATS units, including:</i>	Requirement	NO	
5.1.7	<i>(i) planned ATFM measures;</i>	Requirement	NO	
5.1.8	<i>(ii) impact of ATFM measures on take-off time and flight profile of individual flights;</i>	Requirement	NO	
5.1.9	<i>(g) monitors the occurrences of missing flight plans and multiple flight plans that are filed;</i>	Requirement	NO	
5.1.10	<i>(h) suspends a flight plan when, considering the time tolerance, the ATFM departure slot cannot be met and a new estimated off-block time is not known;</i>	Requirement	NO	
5.1.11	<i>(i) monitors the number of exemptions granted in accordance with Article 4(5).</i>	Requirement	NO	
6	Article 6 - General obligations of ATS units	Heading		
6.1	1. When an ATFM measure has to be applied, ATS units shall coordinate through the local ATFM unit with the central unit for ATFM in order to ensure that the choice of measure is made with respect to the optimisation of the overall performance effects on the EATMN.	Requirement	YES	
6.2	2. When necessary, ATS reporting offices shall facilitate the exchange of information between pilots or operators and the local or the central unit for ATFM.	Requirement	YES	
6.3	3. ATS units shall ensure that ATFM measures applied to airports are coordinated with the airport managing body concerned, in order to ensure efficiency in airport planning and usage for the benefit of parties referred to in Article 1(3).	Requirement	YES	
6.4	4. ATS units shall notify to the central unit for ATFM through the local ATFM unit all events that may impact air traffic control capacity or air traffic demand.	Requirement	YES	
6.5	5. ATS units shall provide the central unit for ATFM with the following data and subsequent updates, in a timely manner and ensuring its quality:	Requirement	YES	
6.5.1	(a) availability of airspace and route structures,	Requirement	YES	
6.5.2	(b) ATS unit sector configurations and activations,	Requirement	YES	
6.5.3	(c) aerodrome taxi times,	Requirement	YES	
6.5.4	(d) air traffic control sector and airport capacities,	Requirement	YES	
6.5.5	(e) route availability including availability through application of flexible use of airspace in accordance with Regulation (EC) No 2150/2005,	Requirement	YES	
6.5.6	(f) updated flight positions,	Requirement	YES	
6.5.7	(g) deviations from flight plans,	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
6.5.8	(h) airspace availability including availability through application of flexible use of airspace in accordance with Regulation (EC) No 2150/2005,	Requirement	YES	
6.5.9	(i) actual flight take-off times.	Requirement	YES	
6.5.10	The data shall be made available to parties referred to in Article 1(3) and provided free of charge to, and by, the central unit for ATFM.	Requirement	YES	
6.6	6. The ATS unit at the departure airport shall ensure that:	Requirement	YES	
6.6.1	(a) where a flight is subject to an ATFM departure slot, that slot is included as part of the air traffic control clearance;	Requirement	YES	
6.6.2	(b) flights adhere to ATFM departure slots;	Requirement	YES	
6.6.3	(c) flights not adhering to their estimated off blocks time, taking into account the established time tolerance, are not given take-off clearance;	Requirement	YES	
6.6.4	(d) flights whose flight plan has been rejected or suspended are not given take-off clearance.	Requirement	YES	
7	Article 7 - General obligations of operators	Heading		
7.1	1. Each intended flight shall be covered by a single flight plan. The filed flight plan shall correctly reflect the intended flight profile.	Requirement	NO	
7.2	2. All relevant ATFM measures and changes thereto shall be incorporated into the planned flight operation and communicated to the pilot.	Requirement	NO	
7.3	3. Where departing from an airport not subject to an ATFM departure slot, operators are responsible for adhering to their estimated off blocks time, taking into account a time tolerance as laid down in relevant ICAO provisions specified in the Annex.	Requirement	NO	
7.4	4. Where a flight plan has been suspended in accordance with Article 5(h), the operator concerned shall arrange for updating or cancelling the flight plan.	Requirement	NO	
8	Article 8 - General obligations of airport managing bodies	Heading		
8.1	Airport managing bodies shall notify to the central unit for ATFM, directly or through the local ATFM unit or ATS units or both, all events that may impact air traffic control capacity or air traffic demand. They shall inform the local ATFM unit and ATS units where the notification is done directly.	Requirement	YES	
9	Article 9 - Consistency between flight plans and airport slots	Heading		
9.1	1. Member States shall ensure that, where requested by an airport slot coordinator or a managing body of a coordinated airport, the central unit for ATFM or the local ATFM unit shall provide them with the accepted flight plan of a flight operating at that airport, before that flight takes place. The airport slot coordinators or the managing bodies of coordinated airports shall arrange access to the accepted flight plans provided by the central unit for ATFM or the local ATFM unit.	Requirement	YES	
9.2	2. Before flight, operators shall provide airports of departure and arrival with the necessary information to enable a correlation to be made between the flight designator contained in the flight plan and that notified for the corresponding airport slot.	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
9.3	3. Any operator, airport managing body and ATS unit shall be entitled to report to the airport slot coordinator on repeated operation of air services at times that are significantly different from the allocated airport slots or with the use of slots in a significantly different way from that indicated at the time of allocation, where this causes prejudice to airport or air traffic operations.	Requirement	YES	
9.4	4. Member States shall ensure that the central unit for ATFM reports to the airport slot coordinators on repeated operation of air services at significantly different times from the allocated airport slots or with the use of slots in a significantly different way from that indicated at the time of allocation, where this causes prejudice to ATFM.	Requirement	NO	
10	Article 10 - Obligations concerning critical events	Heading		
10.1	1. Member States shall ensure that ATFM procedures for handling critical events are established and published by the central unit for ATFM, in order to minimise disruption to the EATMN.	Requirement	NO	
10.2	2. In the preparation for critical events, ATS units and airport managing bodies shall coordinate the relevance and content of the contingency procedures with operators affected by critical events, including any adjustment to priority rules.	Requirement	YES	
10.2.1	The contingency procedures shall include:	Requirement	YES	
10.2.1.1	(a) organisational and coordination arrangements,	Requirement	YES	
10.2.1.2	(b) ATFM measures to manage access to affected areas to prevent excessive air traffic demand compared with declared capacity of the whole or part of the airspace or airports concerned,	Requirement	YES	
10.2.1.3	(c) circumstances, conditions and procedures for the application of priority rules for flights, which respect Member States' essential security or defence policy interests,	Requirement	YES	
10.2.1.4	(d) recovery arrangements.	Requirement	YES	
11	Article 11 - Monitoring of compliance to ATFM measures	Heading		
11.1	1. Member States shall ensure that where adherence to ATFM departure slots at an airport of departure is 80 % or less during a year, the ATS unit at that airport shall provide relevant information of non-compliance and the actions taken to ensure adherence to ATFM departure slots. Such actions shall be indicated in a report to be submitted by the Member State concerned to the Commission.	Requirement	YES	
11.2	2. The ATS unit at that airport concerned shall provide relevant information on any failure to adhere to flight plan rejections or suspensions at that airport and of the actions taken to ensure adherence. Such actions shall be indicated in a report to be submitted by the Member State concerned to the Commission.	Requirement	YES	
11.3	3. Member States shall ensure that:	Requirement	NO	
11.3.1	(a) the central unit for ATFM notifies a Member State which grants exemptions in excess of 0,6 % of that Member State's annual departures;	Requirement	NO	



No.	Text	Type	Applicable to project?	Comments
11.3.2	<i>(b) where a Member State has been notified under point (a), it shall produce a report providing details of the exemptions granted to be submitted to the Commission.</i>	Requirement	NO	
11.4	<i>4. Member States shall ensure that where a non-compliance to ATFM measures resulting from application of Article 5(g) is identified, the central unit for ATFM shall notify the operator of the non-compliance.</i>	Requirement	NO	
11.5	<i>5. Operators shall submit a report to the central unit for ATFM on each non-compliance to ATFM measures providing details of the circumstances that resulted in a missing flight plan or multiple flight plans and the actions taken to correct such non-compliance.</i>	Requirement	NO	
11.6	<i>6. Member States shall ensure that the central unit for ATFM produces an annual report providing details of missing flight plans, or multiple flight plans that are filed and that the report is submitted to the Commission.</i>	Requirement	NO	
11.7	<i>7. Member States shall conduct an annual review of adherence to ATFM measures to ensure that parties referred to in Article 1(3) improve the level of adherence to those measures.</i>	Requirement	NO	
12	<b>Article 12 - Performance assessment</b>	Heading		
12.1	<i>1. When implementing Article 11, Member States shall ensure that the central unit for ATFM produces annual reports indicating the quality of the ATFM that shall include details of:</i>	Requirement	NO	
12.1.1	<i>(a) causes of ATFM measures;</i>	Requirement	NO	
12.1.2	<i>(b) impact of ATFM measures;</i>	Requirement	NO	
12.1.3	<i>(c) adherence to ATFM measures;</i>	Requirement	NO	
12.1.4	<i>(d) contributions by parties referred to in Article 1(3) to the optimisation of the overall network effect.</i>	Requirement	NO	
12.2	<i>2. Member States shall ensure that an archive of ATFM data listed in Article 6(5), flight plans, operational logs and relevant contextual data is created and maintained by the central unit for ATFM.</i>	Requirement	NO	
12.3	<i>The data referred to in the first subparagraph shall be retained for 2 years from their submission and made available to the Commission, Member States, ATS units and operators.</i>	Requirement	NO	
12.4	<i>That data shall be made available to airport coordinators and airport operators to assist their regular assessment of the declared capacity.</i>	Requirement	NO	
13	<b>Article 13 - Safety requirements</b>	Heading		
13.1	<i>Member States shall ensure that a safety assessment, including hazard identification, risk assessment and mitigation, is conducted, before any significant changes to ATFM systems and procedures are introduced, including an assessment of a safety management process addressing the complete lifecycle of the air traffic management system.</i>	Requirement	NO	
14	<b>Article 14 - Additional requirements</b>	Heading		

No.	Text	Type	Applicable to project?	Comments
14.1	1. Member States shall ensure that personnel of the parties referred to in Article 1(3) involved in ATFM activities are:	Requirement	NO	
14.1.1	(a) made duly aware of the provisions of this Regulation;	Requirement	NO	
14.1.2	(b) adequately trained and competent for their job functions.	Requirement	NO	
14.2	2. Member States shall take the necessary measures to ensure that parties referred to in Article 1(3) with responsibilities for ATFM functions:	Requirement	NO	
14.2.1	(a) develop and maintain operations manuals containing the necessary instructions and information to enable their operations personnel to apply the provisions of this Regulation;	Requirement	NO	
14.2.2	(b) ensure that these manuals are consistent, accessible and kept up-to-date and that their update and distribution are subject to appropriate quality and documentation configuration management;	Requirement	NO	
14.2.3	(c) ensure that the working methods and operating procedures comply with this Regulation.	Requirement	NO	
15	<b>Article 15 - Penalties</b>	Heading		
15.1	Member States shall lay down the rules on penalties applicable to infringements of the provisions of this Regulation and shall take all measures necessary to ensure that they are implemented. The penalties provided for must be effective, proportionate and dissuasive. The Member States shall notify those provisions to the Commission by 26 September 2011 at the latest and shall notify it without delay of any subsequent amendment affecting them.	Requirement	NO	
16	<b>Article 16 - Entry into force and application</b>	Heading		
16.1	This Regulation shall enter into force on the 20th day following its publication in the Official Journal of the European Union.	Requirement	NO	
16.2	It shall apply from 26 September 2011.	Requirement	NO	
16.3	This Regulation shall be binding in its entirety and directly applicable in all Member States.	Requirement	NO	
A	<b>ANNEX - List of the ICAO provisions for the purposes of air traffic flow management</b>	Heading		
A.1	1. Chapter 3 paragraph 3.7.5 (Air Traffic Flow Management) of Annex 11 to the Chicago Convention — Air Traffic Services (13th edition — July 2001, incorporating amendment No 49).	Statement		
A.2	2. Chapter 3 (ATS system capacity and air traffic flow management) of ICAO Doc 4444, Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM) (15th edition — 2007).	Statement		
A.3	3. Chapter 8 paragraph 8.3 (Exemptions from ATFM slot allocation) of ICAO Doc 7030, European (EUR) Regional Supplementary Procedures (5th edition 2008).	Statement		
A.4	4. Chapter 8 paragraph 8.4 1.c) (on aircraft operator adherence to ATFM measures) of ICAO Doc 7030, European (EUR) Regional Supplementary Procedures (5th edition 2008).	Statement		

No.	Text	Type	Applicable to project?	Comments
A.5	<i>5. Chapter 2 paragraph 2.3.2 (on changes to EOBT) of ICAO Doc 7030, European (EUR) Region Supplementary Procedures (5th edition 2008).</i>	<i>Statement</i>		

Regulation: Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010

As amended by: Commission Regulation (EU) 2015/340 of 20 February 2015 laying down technical requirements and administrative procedures relating to air traffic controllers' licences and certificates pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) No 923/2012 and repealing Commission Regulation (EU) No 805/2011

Commission Implementing Regulation (EU) 2016/1185 of 20 July 2016 amending Implementing Regulation (EU) No 923/2012 as regards the update and completion of the common rules of the air and operational provisions regarding services and procedures in air navigation (SERA Part C) and repealing Regulation (EC) No 730/2006

No.	Text	Type	Applicable to project?	Comments
1	Article 1 - Subject matter and scope	Heading		
1.1	1. <i>The objective of this Regulation is to establish the common rules of the air and operational provisions regarding services and procedures in air navigation that shall be applicable to general air traffic within the scope of Regulation (EC) No 551/2004.</i>	Statement		
1.2	2. <i>This Regulation shall apply in particular to airspace users and aircraft engaged in general air traffic:</i>	Requirement	NO	
1.2.1	<i>(a) operating into, within or out of the Union;</i>	Requirement	NO	
1.2.2	<i>(b) bearing the nationality and registration marks of a Member State of the Union, and operating in any airspace to the extent that they do not conflict with the rules published by the country having jurisdiction over the territory overflown.</i>	Requirement	NO	
1.3	3. <i>This Regulation shall also apply to the competent authorities of the Member States, air navigation service providers, aerodrome operators and ground personnel engaged in aircraft operations.</i>	Requirement	YES	
1.4	4. <i>This Regulation shall not apply to model aircraft and toy aircraft. However, Member States shall ensure that national rules are established to ensure that model aircraft and toy aircraft are operated in such a manner as to minimise hazards related to civil aviation safety, to persons, property or other aircraft.</i>	Requirement	NO	
2	Article 2 - Definitions	Heading		
2.1	<i>For the purpose of this Regulation the following definitions shall apply:</i>	Requirement	NO	
2.1.1	1. <i>'accuracy' means a degree of conformance between the estimated or measured value and the true value;</i>	Statement		
2.1.2	2. <i>'ADS-C agreement' means a reporting plan which establishes the conditions of ADS-C data reporting (i.e. data required by the air traffic services unit and frequency of ADS-C reports which have to be agreed to prior to using ADS-C in the provision of air traffic services);</i>	Statement		
2.1.3	3. <i>'advisory airspace' means an airspace of defined dimensions, or designated route, within which air traffic advisory service is available;</i>	Statement		

No.	Text	Type	Applicable to project?	Comments
2.1.4	4. 'advisory route' means a designated route along which air traffic advisory service is available;	Statement		
2.1.5	5. 'aerobatic flight' means manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed, not necessary for normal flight or for instruction for licenses or ratings other than aerobatic rating;	Statement		
2.1.6	6. 'aerodrome' means a defined area (including any buildings, installations and equipment) on land or water or on a fixed, fixed off-shore or floating structure intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;	Statement		
2.1.7	7. 'aerodrome control service' means air traffic control service for aerodrome traffic;	Statement		
2.1.8	8. 'aerodrome control tower' means a unit established to provide air traffic control service to aerodrome traffic;	Statement		
2.1.9	9. 'aerodrome traffic' means all traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome. An aircraft operating in the vicinity of an aerodrome includes but is not limited to aircraft entering or leaving an aerodrome traffic circuit;	Statement		
2.1.10	10. 'aerodrome traffic circuit' means the specified path to be flown by aircraft operating in the vicinity of an aerodrome;	Statement		
2.1.11	11. 'aerodrome traffic zone' means an airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic;	Statement		
2.1.12	12. 'aerial work' means an aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.;	Statement		
2.1.13	13. 'Aeronautical Information Publication (AIP)' means a publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation;	Statement		
2.1.14	14. 'aeronautical mobile service' means a mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radio beacon stations may also participate in this service on designated distress and emergency frequencies;	Statement		
2.1.15	15. 'aeronautical station' means a land station in the aeronautical mobile service. In certain instances, an aeronautical station may be located, for example, on board ship or on a platform at sea;	Statement		
2.1.16	16. 'aeroplane' means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;	Statement		

No.	Text	Type	Applicable to project?	Comments
2.1.17	17. 'airborne collision avoidance system (ACAS)' means an aircraft system based on secondary surveillance radar (SSR) transponder signals which operates independently of ground-based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders;	Statement		
2.1.18	18. 'aircraft' means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface;	Statement		
2.1.19	19. 'aircraft address' means a unique combination of 24 bits available for assignment to an aircraft for the purpose of air-ground communications, navigation and surveillance;	Statement		
2.1.20	20. 'aircraft observation' means the evaluation of one or more meteorological elements made from an aircraft in flight;	Statement		
2.1.21	21. 'AIRMET information' means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof;	Statement		
2.1.22	22. 'air-ground communication' means two-way communication between aircraft and stations or locations on the surface of the earth;	Statement		
2.1.23	23. 'air-ground control radio station' means an aeronautical telecommunication station having primary responsibility for handling communications pertaining to the operation and control of aircraft in a given area;	Statement		
2.1.24	24. 'air-report' means a report from an aircraft in flight prepared in conformity with requirements for position, and operational and/or meteorological reporting;	Statement		
2.1.25	25. 'air-taxiing' means movement of a helicopter/VTOL above the surface of an aerodrome, normally in ground effect and at a ground speed normally less than 37 km/h (20 kts);	Statement		
2.1.26	26. 'air traffic' means all aircraft in flight or operating on the manoeuvring area of an aerodrome;	Statement		
2.1.27	27. 'air traffic advisory service' means a service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on IFR flight plans;	Statement		
2.1.28	28. 'air traffic control clearance' means authorisation for an aircraft to proceed under conditions specified by an air traffic control unit;	Statement		
2.1.29	29. 'air traffic control instruction' means directives issued by air traffic control for the purpose of requiring a pilot to take a specific action;	Statement		
2.1.30	30. 'air traffic control service' means a service provided for the purpose of:	Statement		
2.1.30.1	(a) preventing collisions:	Statement		
2.1.30.1.1	(1) between aircraft; and	Statement		
2.1.30.1.2	(2) on the manoeuvring area between aircraft and obstructions; and	Statement		

No.	Text	Type	Applicable to project?	Comments
2.1.30.2	<i>(b) expediting and maintaining an orderly flow of air traffic;</i>	Statement		
2.1.31	<i>31. 'air traffic control unit' means a generic term meaning variously, area control centre, approach control unit or aerodrome control tower;</i>	Statement		
2.1.32	<i>32. 'air traffic service (ATS)' means a generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service);</i>	Statement		
2.1.33	<i>33. 'air traffic services airspaces' mean airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified;</i>	Statement		
2.1.34	<i>34. 'air traffic services reporting office' means a unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure;</i>	Statement		
2.1.35	<i>35. 'air traffic services unit' means a generic term meaning variously, air traffic control unit, flight information centre, aerodrome flight information service unit or air traffic services reporting office;</i>	Statement		
2.1.36	<i>36. 'airway' means a control area or portion thereof established in the form of a corridor;</i>	Statement		
2.1.37	<i>37. 'alerting service' means a service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required;</i>	Statement		
2.1.38	<i>38. 'alternate aerodrome' means an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing, where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:</i>	Statement		
2.1.38.1	<i>(a) take-off alternate : an alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure;</i>	Statement		
2.1.38.2	<i>(b) en-route alternate : an alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route;</i>	Statement		
2.1.38.3	<i>(c) destination alternate : an alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing;</i>	Statement		
2.1.39	<i>39. 'altitude' means the vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL);</i>	Statement		
2.1.40	<i>40. 'approach control service' means air traffic control service for arriving or departing controlled flights;</i>	Statement		
2.1.41	<i>41. 'approach control unit' means a unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes;</i>	Statement		

No.	Text	Type	Applicable to project?	Comments
2.1.42	42. 'apron' means a defined area, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance;	Statement		
2.1.43	43. 'area control centre (ACC)' means a unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction;	Statement		
2.1.44	44. 'area control service' means air traffic control service for controlled flights in control areas;	Statement		
2.1.45	45. 'area navigation (RNAV)' means a method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these;	Statement		
2.1.46	46. 'ATS route' means a specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services;	Statement		
2.1.47	47. 'automatic dependent surveillance — broadcast (ADS-B)' means a means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link;	Statement		
2.1.48	48. 'automatic dependent surveillance — contract (ADS-C)' means a means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports;	Statement		
2.1.49	49. 'automatic terminal information service (ATIS)' means the automatic provision of current, routine information to arriving and departing aircraft throughout 24 hours or a specified portion thereof:	Statement		
2.1.49.1	(a) 'Data link-automatic terminal information service (D-ATIS)' means the provision of ATIS via data link;	Statement		
2.1.49.2	(b) 'Voice-automatic terminal information service (Voice-ATIS)' means the provision of ATIS by means of continuous and repetitive voice broadcasts;	Statement		
2.1.50	50. 'ceiling' means the height above the ground or water of the base of the lowest layer of cloud below 6 000 m (20 000 ft) covering more than half the sky;	Statement		
2.1.51	51. 'change-over point' means the point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft;	Statement		
2.1.52	52. 'clearance limit' means the point to which an aircraft is granted an air traffic control clearance;	Statement		
2.1.53	53. 'cloud of operational significance' means a cloud with the height of cloud base below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater, or a cumulonimbus cloud or a towering cumulus cloud at any height;	Statement		



No.	Text	Type	Applicable to project?	Comments
2.1.54	54. 'code (SSR)' means the number assigned to a particular multiple pulse reply signal transmitted by a transponder in Mode A or Mode C;	Statement		
2.1.55	55. 'competent authority' means the authority designated by the Member State as competent to ensure compliance with the requirements of this Regulation;	Statement		
2.1.56	56. 'control area' means a controlled airspace extending upwards from a specified limit above the earth;	Statement		
2.1.57	57. 'controlled aerodrome' means an aerodrome at which air traffic control service is provided to aerodrome traffic regardless whether or not a control zone exists;	Statement		
2.1.58	58. 'controlled airspace' means an airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification;	Statement		
2.1.59	59. 'controlled flight' means any flight which is subject to an air traffic control clearance;	Statement		
2.1.60	60. 'controller-pilot data link communications (CPDLC)' mean a means of communication between controller and pilot, using data link for ATC communications;	Statement		
2.1.61	61. 'control zone' means a controlled airspace extending upwards from the surface of the earth to a specified upper limit;	Statement		
2.1.62	62. 'cruise climb' means an aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases;	Statement		
2.1.63	63. 'cruising level' means a level maintained during a significant portion of a flight;	Statement		
2.1.64	64. 'current flight plan (CPL)' means the flight plan, including changes, if any, brought about by subsequent clearances;	Statement		
2.1.65	65. 'danger area' means an airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times;	Statement		
2.1.66	66. 'data link communications' mean a form of communication intended for the exchange of messages via a data link;	Statement		
2.1.67	67. 'datum' means any quantity or set of quantities that may serve as a reference or basis for the calculation of other quantities;	Statement		
2.1.68	68. 'downstream clearance' means a clearance issued to an aircraft by an air traffic control unit that is not the current controlling authority of that aircraft;	Statement		
2.1.69	69. 'estimated elapsed time' means the estimated time required to proceed from one significant point to another;	Statement		
2.1.70	70. 'estimated off-block time' means the estimated time at which the aircraft will commence movement associated with departure;	Statement		
2.1.71	71. 'estimated time of arrival' means for IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome. For VFR flights, the time at which it is estimated that the aircraft will arrive over the aerodrome;	Statement		

No.	Text	Type	Applicable to project?	Comments
2.1.72	72. 'expected approach time' means the time at which ATC expects that an arriving aircraft, following a delay, will leave the holding fix to complete its approach for a landing. The actual time of leaving the holding fix will depend upon the approach clearance;	Statement		
2.1.73	73. 'filed flight plan (FPL)' means the flight plan as filed with an ATS unit by the pilot or a designated representative, without any subsequent changes;	Statement		
2.1.74	74. 'flight crew member' means a licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period;	Statement		
2.1.75	75. 'flight information centre' means a unit established to provide flight information service and alerting service;	Statement		
2.1.76	76. 'flight information region' means an airspace of defined dimensions within which flight information service and alerting service are provided;	Statement		
2.1.77	77. 'flight information service' means a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights;	Statement		
2.1.78	78. 'flight level (FL)' means a surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013,2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals;	Statement		
2.1.79	79. 'flight plan' means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;	Statement		
2.1.80	80. 'flight visibility' means the visibility forward from the cockpit of an aircraft in flight;	Statement		
2.1.81	81. 'forecast' means a statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace;	Statement		
2.1.82	82. 'ground visibility' means the visibility at an aerodrome, as reported by an accredited observer or by automatic systems;	Statement		
2.1.83	83. 'heading' means the direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid);	Statement		
2.1.84	84. 'height' means the vertical distance of a level, a point or an object considered as a point, measured from a specified datum;	Statement		
2.1.85	85. 'helicopter' means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more powerdriven rotors on substantially vertical axes;	Statement		
2.1.86	86. 'high seas airspace' means airspace beyond land territory and territorial seas, as specified in the United Nations Convention on the Law of the Sea (Montego Bay, 1982);	Statement		
2.1.87	87. 'IFR' means the symbol used to designate the instrument flight rules;	Statement		
2.1.88	88. 'IFR flight' means a flight conducted in accordance with the instrument flight rules;	Statement		
2.1.89	89. 'IMC' means the symbol used to designate instrument meteorological conditions;	Statement		
2.1.89a	89a. 'instrument approach operation' means an approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:	Statement		

No.	Text	Type	Applicable to project?	Comments
2.1.89a.1	<i>(a) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and</i>	Statement		
2.1.89a.2	<i>(b) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance;</i>	Statement		
2.1.90	<i>90. 'instrument approach procedure (IAP)' means a series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows:</i>	Statement		
2.1.90.1	<i>(a) Non-precision approach (NPA) procedure means an instrument approach procedure which utilises lateral guidance but does not utilise vertical guidance.</i>	Statement		
2.1.90.2	<i>(b) Approach procedure with vertical guidance (APV) means an instrument procedure which utilises lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.</i>	Statement		
2.1.90.3	<i>(c) Precision approach (PA) procedure means an instrument approach procedure using precision lateral and vertical guidance with minima as determined by the category of operation;</i>	Statement		
2.1.91	<i>91. 'instrument meteorological conditions (IMC)' mean meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions;</i>	Statement		
2.1.92	<i>92. 'landing area' means that part of a movement area intended for the landing or take-off of aircraft;</i>	Statement		
2.1.93	<i>93. 'level' means a generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level;</i>	Statement		
2.1.94	<i>94. 'manoeuvring area' means that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons;</i>	Statement		
2.1.95	<i>95. 'mode (SSR)' means the conventional identifier related to specific functions of the interrogation signals transmitted by an SSR interrogator. There are four modes specified in ICAO Annex 10: A, C, S and intermode;</i>	Statement		
2.1.95a	<i>95a. 'model aircraft' means an unmanned aircraft, other than toy aircraft, having an operating mass not exceeding limits prescribed by the competent authority, that is capable of sustained flight in the atmosphere and that is used exclusively for display or recreational activities;</i>	Statement		
2.1.95b	<i>95b. 'mountainous area' means an area of changing terrain profile where the changes of terrain elevation exceed 900 m (3 000 ft) within a distance of 18,5 km (10,0 NM);</i>	Statement		
2.1.96	<i>96. 'movement area' means that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s);</i>	Statement		

No.	Text	Type	Applicable to project?	Comments
2.1.97	97. 'night' means the hours between the end of evening civil twilight and the beginning of morning civil twilight. Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon;	Statement		
2.1.98	98. 'obstacle' means all fixed (whether temporary or permanent) and mobile objects, or parts thereof, that:	Statement		
2.1.98.1	(a) are located on an area intended for the surface movement of aircraft; or	Statement		
2.1.98.2	(b) extend above a defined surface intended to protect aircraft in flight; or	Statement		
2.1.98.3	(c) stand outside those defined surfaces and that have been assessed as being a hazard to air navigation;	Statement		
2.1.99	99. 'operating site' means a site selected by the operator or pilot-in-command for landing, take-off and/or hoist operations;	Statement		
2.1.100	100. 'pilot-in-command' means the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight;	Statement		
2.1.101	101. 'pressure-altitude' means an atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere, as defined in Annex 8, Part 1 to the Chicago Convention;	Statement		
2.1.102	102. 'problematic use of substances' means the use of one or more psychoactive substances by aviation personnel in a way that:	Statement		
2.1.102.1	(a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or	Statement		
2.1.102.2	(b) causes or worsens an occupational, social, mental or physical problem or disorder;	Statement		
2.1.103	103. 'prohibited area' means an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited;	Statement		
2.1.104	104. 'psychoactive substance' means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas caffeine and tobacco are excluded;	Statement		
2.1.105	105. 'radar' means a radio detection device which provides information on range, azimuth and/or elevation of objects;	Statement		
2.1.106	106. 'radio mandatory zone (RMZ)' means an airspace of defined dimensions wherein the carriage and operation of radio equipment is mandatory;	Statement		
2.1.107	107. 'radio navigation service' means a service providing guidance information or position data for the efficient and safe operation of aircraft supported by one or more radio navigation aids;	Statement		
2.1.108	108. 'radiotelephony' means a form of radiocommunication primarily intended for the exchange of information in the form of speech;	Statement		

No.	Text	Type	Applicable to project?	Comments
2.1.109	109. 'repetitive flight plan' means a flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units;	Statement		
2.1.110	110. 'reporting point' means a specified geographical location in relation to which the position of an aircraft can be reported;	Statement		
2.1.111	111. 'restricted area' means an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions;	Statement		
2.1.112	112. 'route segment' means a route or portion of route usually flown without an intermediate stop;	Statement		
2.1.113	113. 'runway' means a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft;	Statement		
2.1.114	114. 'runway-holding position' means a designated position intended to protect a runway, an obstacle limitation surface, or an ILS/MLS critical/sensitive area at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorised by the aerodrome control tower;	Statement		
2.1.115	115. 'runway visual range (RVR)' means the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line;	Statement		
2.1.116	116. 'safety-sensitive personnel' mean persons who might endanger aviation safety if they perform their duties and functions improperly including, but not limited to, crew members, aircraft maintenance personnel and air traffic controllers;	Statement		
2.1.117	117. 'sailplane' means a heavier-than-air aircraft which is supported in flight by the dynamic reaction of the air against its fixed lifting surfaces, the free flight of which does not depend on an engine, including also hang gliders, paragliders and other comparable craft;	Statement		
2.1.118	118. 'secondary surveillance radar (SSR)' means a surveillance radar system which uses transmitters/receivers (interrogators) and transponders;	Statement		
2.1.119	119. 'SIGMET information' means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operations;	Statement		
2.1.120	120. 'signal area' means an area on an aerodrome used for the display of ground signals;	Statement		
2.1.121	121. 'significant point' means a specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes;	Statement		
2.1.122	122. 'special VFR flight' means a VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC;	Statement		
2.1.123	123. 'strayed aircraft' means an aircraft which has deviated significantly from its intended track or which reports that it is lost;	Statement		

No.	Text	Type	Applicable to project?	Comments
2.1.124	124. 'surveillance radar' means radar equipment used to determine the position of an aircraft in range and azimuth;	Statement		
2.1.125	125. 'taxiing' means movement of an aircraft on the surface of an aerodrome or an operating site under its own power, excluding take-off and landing;	Statement		
2.1.126	126. 'taxiway' means a defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including:	Statement		
2.1.126.1	(a) Aircraft stand taxilane means a portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.	Statement		
2.1.126.2	(b) Apron taxiway means a portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.	Statement		
2.1.126.3	(c) Rapid exit taxiway means a taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimising runway occupancy times;	Statement		
2.1.127	127. 'territory' means the land areas and territorial waters adjacent thereto under the sovereignty, suzerainty, protection or mandate of a State;	Statement		
2.1.128	128. 'threshold' means the beginning of that portion of the runway usable for landing;	Statement		
2.1.129	129. 'total estimated elapsed time' means:	Statement		
2.1.129.1	(a) for IFR flights, the estimated time required from take-off to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome;	Statement		
2.1.129.2	(b) for VFR flights, the estimated time required from take-off to arrive over the destination aerodrome;	Statement		
2.1.129a	129a. 'toy aircraft' means an unmanned aircraft designed or intended for use, whether or not exclusively, in play by children under 14 years of age;	Statement		
2.1.130	130. 'track' means the projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid);	Statement		
2.1.131	131. 'traffic avoidance advice' means an advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid a collision;	Statement		
2.1.132	132. 'traffic information' means information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision;	Statement		
2.1.133	133. 'transfer of control point' means a defined point located along the flight path of an aircraft, at which the responsibility for providing air traffic control service to the aircraft is transferred from one control unit or control position to the next;	Statement		

No.	Text	Type	Applicable to project?	Comments
2.1.134	134. 'transition altitude' means the altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes;	Statement		
2.1.135	135. 'transition level' means the lowest flight level available for use above the transition altitude;	Statement		
2.1.136	136. 'transponder mandatory zone (TMZ)' means an airspace of defined dimensions wherein the carriage and operation of pressure-altitude reporting transponders is mandatory;	Statement		
2.1.137	137. 'unidentified aircraft' means an aircraft which has been observed or reported to be operating in a given area but whose identity has not been established;	Statement		
2.1.138	138. 'unmanned free balloon' means a non-power-driven, unmanned, lighter-than-air aircraft in free flight;	Statement		
2.1.139	139. 'VFR' means the symbol used to designate the visual flight rules;	Statement		
2.1.140	140. 'VFR flight' means a flight conducted in accordance with the visual flight rules;	Statement		
2.1.141	141. 'visibility' means visibility for aeronautical purposes which is the greater of:	Statement		
2.1.141.1	(a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognised when observed against a bright background;	Statement		
2.1.141.2	(b) the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background;	Statement		
2.1.142	142. 'visual meteorological conditions' mean meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima;	Statement		
2.1.143	143. 'VMC' means the symbol used to designate visual meteorological conditions.	Statement		
<b>3</b>	<b>Article 3 - Compliance</b>	<b>Heading</b>		
3.1	The Member States shall ensure compliance with the common rules and provisions set out in the Annex to this Regulation without prejudice to the flexibility provisions contained in Article 14 of the Regulation (EC) No 216/2008 and the safeguards contained in Article 13 of Regulation (EC) No 549/2004.	Requirement	NO	
<b>4</b>	<b>Article 4 - Exemptions for special operations</b>	<b>Heading</b>		
4.1	1. The competent authorities may, either on their own initiative or based on applications by the entities concerned, grant exemptions to individual entities or to categories of entities from any of the requirements of this Regulation for the following activities of public interest and for the training necessary to carry out those activities safely:	Statement		
4.1.1	(a) police and customs missions;	Statement		
4.1.2	(b) traffic surveillance and pursuit missions;	Statement		
4.1.3	(c) environmental control missions conducted by, or on behalf of public authorities;	Statement		
4.1.4	(d) search and rescue;	Statement		
4.1.5	(e) medical flights;	Statement		
4.1.6	(f) evacuations;	Statement		

No.	Text	Type	Applicable to project?	Comments
4.1.7	<i>(g) fire fighting;</i>	Statement		
4.1.8	<i>(h) exemptions required to ensure the security of flights by heads of State, Ministers and comparable State functionaries.</i>	Statement		
4.2	<i>2. The competent authority authorising these exemptions shall inform EASA of the nature of the exemptions at latest two months after the exemption has been approved.</i>	Requirement	NO	
4.3	<i>3. This Article is without prejudice to Article 3 and may be applied in the cases where the activities listed under paragraph 1, cannot be carried out as operational air traffic or where they otherwise may not benefit from the flexibility provisions contained in this Regulation.</i>	Statement		
4.4	<i>This Article shall also be without prejudice to helicopter operating minima contained in the specific approvals granted by the competent authority, pursuant to Annex V to Commission Regulation (EU) No 965/2012</i>	Requirement	NO	
<b>5</b>	<b>Article 5 - Differences</b>	<b>Heading</b>		
5.1	<i>1. Further to the entry into force of this Regulation and at the latest by the date of its applicability, the Member States shall:</i>	Requirement	NO	
5.1.1	<i>(a) formally notify ICAO that all previously notified differences with respect to ICAO Standards and recommended practices that are covered by this Regulation are withdrawn, with the exception of those relating to essential security and defence policy interests of the Member States in accordance with Article 13 of Regulation (EC) No 549/2004;</i>	Requirement	NO	
5.1.2	<i>(b) notify ICAO of the commonly agreed differences contained in the supplement to the Annex to this Regulation.</i>	Requirement	NO	
5.2	<i>2. In accordance with Annex 15 to the Chicago Convention, each Member State shall publish through its Aeronautical Information Publication the commonly agreed differences notified to ICAO in accordance with point (b) of paragraph 1 of this Article, as well as any other provisions necessitated by local air defence and security considerations in accordance with point (a) of paragraph 1 of this Article.</i>	Requirement	NO	
<b>6</b>	<b>Article 6 - Monitoring of amendments</b>	<b>Heading</b>		
6.1	<i>1. Further to the entry into force of this Regulation, the Commission shall establish, with the support of Eurocontrol and EASA, a permanent process:</i>	Requirement	NO	
6.1.1	<i>(a) to ensure that any amendments adopted under the framework of the Chicago Convention which are of relevance with respect to the scope of this Regulation are monitored and analysed; and</i>	Requirement	NO	
6.1.2	<i>(b) where necessary, to develop proposals for amendments to the Annex to this Regulation.</i>	Requirement	NO	
6.2	<i>2. The provisions of Article 5 of this Regulation relating to the withdrawal and notification of differences and publication in the Aeronautical Information Publication and Article 7 regarding amendments to the Annex shall apply as appropriate.</i>	Requirement	NO	



No.	Text	Type	Applicable to project?	Comments
7	<b>Article 7 - Amendments to the Annex</b>	Heading		
7.1	1. <i>The Annex shall be amended in accordance with Article 5(3) of Regulation (EC) No 549/2004.</i>	Requirement	NO	
7.2	2. <i>The amendments referred to in paragraph 1 may include, but shall not be limited to, amendments required to ensure consistency of legal provisions during the future extension of this Regulation to contain the relevant provisions of other ICAO annexes and documents than Annex 2 or changes stemming from updates of those ICAO annexes and documents themselves or from changes to any relevant Union Regulations.</i>	Requirement	NO	
8	<b>Article 8 - Transitional and additional measures</b>	Heading		
8.1	1. <i>Member States that have adopted prior to the entry into force of this Regulation additional provisions complementing an ICAO Standard shall ensure that those are compliant with this Regulation.</i>	Requirement	NO	
8.2	2. <i>For the purpose of this Article, such additional provisions complementing an ICAO Standard shall not constitute a difference under the Chicago Convention. The Member States shall publish such additional provisions as well as any matters left to the decision of a competent authority under this Regulation, through their aeronautical information publications. They shall also inform the Commission and EASA at the latest two months after entry into force of this Regulation, or when the additional provision has been adopted.</i>	Requirement	NO	
9	<b>Article 9 - Safety requirements</b>	Heading		
9.1	<i>Further to the entry into force of this Regulation and without prejudice to Article 7, Member States shall, in order to maintain or enhance existing safety levels, ensure that, within the context of a safety management process addressing all aspects of the implementation of this Regulation, a safety assessment on the implementation plan, including hazard identification, risk assessment and mitigation, is conducted, preceding the actual changes to the previously applied procedures. Such mitigation may include the application of Article 3.</i>	Requirement	NO	
10	<b>Article 10 - Amendments to Regulations (EC) No 730/2006, (EC) No 1033/2006, (EC) No 1794/2006, (EC) No 1265/2007, (EU) No 255/2010 and Implementing Regulation (EU) No 1035/2011</b>	Heading		
10.1	1. <i>Regulation (EC) No 730/2006 is amended as follows:</i>	Statement		
10.1.1	(a) <i>Article 2(3) and (4) shall be replaced by the following:</i>	Statement		
10.1.1.1	'3. "IFR" means the symbol used to designate instrument flight rules;	Statement		
10.1.1.2	4. "VFR" means the symbol used to designate visual flight rules.'	Statement		
10.2	2. <i>Regulation (EC) No 1033/2006 is amended as follows:</i>	Statement		
10.2.1	(a) <i>Article 2(2), point 8, shall be replaced by the following:</i>	Statement		
10.2.1.1	'8. "IFR" means the symbol used to designate instrument flight rules.;	Statement		
10.2.2	(b) <i>Article 3(1) shall be replaced by the following:</i>	Statement		

No.	Text	Type	Applicable to project?	Comments
10.2.2.1	<i>'1. The provisions specified in the Annex shall apply to the submission, acceptance and distribution of flight plans for every flight subject to this Regulation and to all changes to a key item in a flight plan in the pre-flight phase in accordance with this Regulation.'</i>	Statement		
10.2.3	<i>(c) the heading and first indent of the Annex shall be replaced by the following:</i>	Statement		
10.2.3.1	<i>'Provisions referred to in Article 3(1)</i>	Statement		
10.2.3.2	<i>1. Section 4 of Commission Implementing Regulation (EU) No 923/2012 (4).</i>	Statement		
10.3	<i>3. Regulation (EC) No 1794/2006 is amended as follows:</i>	Statement		
10.3.1	<i>(a) Article 2(c) and (d) shall be replaced by the following:</i>	Statement		
10.3.1.1	<i>'(c) "IFR" means the symbol used to designate instrument flight rules;</i>	Statement		
10.3.1.2	<i>(d) "VFR" means the symbol used to designate visual flight rules.'</i>	Statement		
10.4	<i>4. Regulation (EC) No 1265/2007 is amended as follows:</i>	Statement		
10.4.1	<i>(a) Article 2(5) shall be replaced by the following:</i>	Statement		
10.4.1.1	<i>'5. "flights operated under visual flight rules" (VFR flights) means any flights conducted in accordance with visual flight rules.'</i>	Statement		
10.5	<i>5. Regulation (EU) No 255/2010 is amended as follows:</i>	Statement		
10.5.1	<i>(a) Article 2(3) shall be replaced by the following:</i>	Statement		
10.5.1.1	<i>'3. "IFR" means the symbol used to designate instrument flight rules'</i>	Statement		
10.6	<i>6. Implementing Regulation (EU) No 1035/2011 is amended as follows:</i>	Statement		
10.6.1	<i>(a) the reference in Annex II, point 4(a), to 'Annex 2 on rules of the air in its 10th edition of July 2005' shall be replaced by a reference to 'Implementing Regulation (EU) No 923/2012';</i>	Statement		
10.6.2	<i>(b) the reference in Annex II, point 4(c), to 'Annex 11 on air traffic services in its 13th edition of July 2001, including all amendments up to No 47-B' shall be amended by adding at the end of that sentence 'and Implementing Regulation (EU) No 923/2012 as applicable.';</i>	Statement		
10.6.3	<i>(c) the reference in Annex III, point 2(b), to 'Annex 11 on air traffic services in its 13th edition of July 2001, including all amendments up to No 47-B' shall be amended by adding at the end of that sentence 'and Implementing Regulation (EU) No 923/2012 as applicable;'</i>	Statement		
11	<b>Article 11 - Entry into force</b>	Heading		
11.1	<i>1. This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.</i>	Requirement	NO	
11.1.1	<i>It shall apply from 4 December 2012.</i>	Requirement	NO	
11.2	<i>2. By way of derogation from the second subparagraph of paragraph 1, Member States may decide not to apply the provisions of this Regulation until 4 December 2014.</i>	Statement		

No.	Text	Type	Applicable to project?	Comments
11.2.1	<i>When a Member State makes use of that possibility, it shall notify to the Commission and EASA in accordance with Article 12(1) of Regulation (EC) No 549/2004, the reasons for that derogation, its duration, as well as the envisaged and related timing of implementation of this Regulation.</i>	Requirement	NO	
A	ANNEX - RULES OF THE AIR	Heading		
A.1	SECTION 1 - Flight over the high seas	Heading		
A.1.1	SERA.1001 General	Heading		
A.1.1.1	<i>(a) For flight over the high seas, the rules specified in Annex 2 to the Chicago Convention shall apply without exception. For the purposes of continuity and seamless operation of air traffic services in particular within Functional Airspace Blocks, the provisions of Annex 11 to the Chicago Convention may be applied in airspace over high seas in a manner that is consistent with how those provisions are applied over the territory of the member States. This shall be without prejudice to the operations of State Aircraft under Article 3 of the Chicago Convention. This shall also be without prejudice to the responsibilities of Member States to ensure that aircraft operations within the Flight Information Regions within which they are responsible for the provision of air traffic services in accordance with ICAO regional air navigation agreements are undertaken in a safe, expeditious and efficient manner.</i>	Requirement	NO	
A.1.1.2	<i>(b) 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.</i>	Requirement	NO	
A.2	SECTION 2 - Applicability and compliance	Heading		
A.2.1	SERA.2001 Subject	Heading		
A.2.1.1	<i>Without prejudice to SERA.1001 above, this annex addresses, in accordance with Article 1, in particular airspace users and aircraft:</i>	Requirement	NO	
A.2.1.1.1	<i>(a) operating into, within or out of the Union;</i>	Requirement	NO	
A.2.1.1.2	<i>(b) bearing the nationality and registration marks of a Member State of the Union, and operating in any airspace to the extent that they do not conflict with the rules published by the State having jurisdiction over the territory overflown.</i>	Requirement	NO	
A.2.1.1.3	This annex addresses also the actions of the Competent Authorities of the Member States, Air Navigation Service Providers (ANSP), aerodrome operators and the relevant ground personnel engaged in aircraft operations.	Requirement	YES	
A.2.2	SERA.2005 Compliance with the rules of the air	Heading		
A.2.2.1	The operation of an aircraft either in flight, on the movement area of an aerodrome or at an operating site shall be in compliance with the general rules, the applicable local provisions and, in addition, when in flight, either with:	Requirement	YES	
A.2.2.1.1	(a) the visual flight rules; or	Requirement	YES	
A.2.2.1.2	(b) the instrument flight rules.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
A.2.3	SERA.2010 Responsibilities	Heading		
A.2.3.1	(a) Responsibility of the pilot-in-command	Heading		
A.2.3.1.1	<i>The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with this Regulation, except that the pilot-in-command may depart from these rules in circumstances that render such departure absolutely necessary in the interests of safety.</i>	Requirement	NO	
A.2.3.2	(b) Pre-flight action	Heading		
A.2.3.2.1	<i>Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.</i>	Requirement	NO	
A.2.3.3	SERA.2015 Authority of pilot-in-command of an aircraft	Heading		
A.2.3.3.1	<i>The pilot-in-command of an aircraft shall have final authority as to the disposition of the aircraft while in command.</i>	Requirement	NO	
A.2.3.4	SERA.2020 Problematic use of psychoactive substances	Heading		
A.2.3.4.1	<i>No person whose function is critical to the safety of aviation (safety-sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substances.</i>	Requirement	NO	
A.3	SECTION 3 - General rules and collision avoidance	Heading		
A.3.1	CHAPTER 1 - Protection of persons and property	Heading		
A.3.1.1	SERA.3101 Negligent or reckless operation of aircraft	Heading		
A.3.1.1.1	<i>An aircraft shall not be operated in a negligent or reckless manner so as to endanger life or property of others.</i>	Requirement	NO	
A.3.1.2	SERA.3105 Minimum heights	Heading		
A.3.1.2.1	Except when necessary for take-off or landing, or except by permission from the competent authority, aircraft shall not be flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface. The minimum heights for VFR flights shall be those specified in SERA.5005(f) and minimum levels for IFR flights shall be those specified in SERA.5015(b).	Requirement	YES	
A.3.1.3	SERA.3110 Cruising levels	Heading		
A.3.1.3.1	<i>The cruising levels at which a flight or a portion of a flight is to be conducted shall be in terms of:</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.3.1.3.1.1	<i>(a) flight levels, for flights at or above the lowest usable flight level or, where applicable, above the transition altitude;</i>	Requirement	NO	
A.3.1.3.1.2	<i>(b) altitudes, for flights below the lowest usable flight level or, where applicable, at or below the transition altitude.</i>	Requirement	NO	
<b>A.3.1.4</b>	<b>SERA.3115 Dropping or spraying</b>	Heading		
A.3.1.4.1	<i>Dropping or spraying from an aircraft in flight shall only be conducted in accordance with:</i>	Requirement	NO	
A.3.1.4.1.1	<i>(a) Union legislation or, where applicable, national legislation for aircraft operations regulated by Member States; and</i>	Requirement	NO	
A.3.1.4.1.2	<i>(b) as indicated by any relevant information, advice and/or clearance from the appropriate air traffic services unit.</i>	Requirement	NO	
<b>A.3.1.5</b>	<b>SERA.3120 Towing</b>	Heading		
A.3.1.5.1	<i>An aircraft or other object shall only be towed by an aircraft in accordance with:</i>	Requirement	NO	
A.3.1.5.1.1	<i>(a) Union legislation or, where applicable, national legislation for aircraft operations regulated by Member States; and</i>	Requirement	NO	
A.3.1.5.1.2	<i>(b) as indicated by any relevant information, advice and/or clearance from the appropriate air traffic services unit.</i>	Requirement	NO	
<b>A.3.1.6</b>	<b>SERA.3125 Parachute descents</b>	Heading		
A.3.1.6.1	<i>Parachute descents, other than emergency descents, shall only be made in accordance with:</i>	Requirement	NO	
A.3.1.6.1.1	<i>(a) Union legislation or, where applicable, national legislation for aircraft operations regulated by Member States; and</i>	Requirement	NO	
A.3.1.6.1.2	<i>(b) as indicated by any relevant information, advice and/or clearance from the appropriate air traffic services unit.</i>	Requirement	NO	
<b>A.3.1.7</b>	<b>SERA.3130 Aerobatic flight</b>	Heading		
A.3.1.7.1	<i>Aerobatic flights shall only be carried out in accordance with:</i>	Requirement	NO	
A.3.1.7.1.1	<i>(a) Union legislation or, where applicable, national legislation for aircraft operations regulated by Member States; and</i>	Requirement	NO	
A.3.1.7.1.2	<i>(b) as indicated by any relevant information, advice and/or clearance from the appropriate air traffic services unit.</i>	Requirement	NO	
<b>A.3.1.8</b>	<b>SERA.3135 Formation flights</b>	Heading		
A.3.1.8.1	<i>Aircraft shall not be flown in formation except by pre-arrangement among the pilots-in-command of the aircraft taking part in the flight and, for formation flight in controlled airspace, in accordance with the conditions prescribed by the competent authority. These conditions shall include the following:</i>	Requirement	NO	
A.3.1.8.1.1	<i>(a) one of the pilots-in-command shall be designated as the flight leader;</i>	Requirement	NO	
A.3.1.8.1.2	<i>(b) the formation operates as a single aircraft with regard to navigation and position reporting;</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.3.1.8.1.3	<i>(c) separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots-in-command of the other aircraft in the flight and shall include periods of transition when aircraft are manoeuvring to attain their own separation within the formation and during join-up and breakaway; and</i>	Requirement	NO	
A.3.1.8.1.4	<i>(d) for State aircraft a maximum lateral, longitudinal and vertical distance between each aircraft and the flight leader in accordance with the Chicago Convention. For other than State aircraft a distance not exceeding 1 km (0,5 nm) laterally and longitudinally and 30 m (100 ft) vertically from the flight leader shall be maintained by each aircraft.</i>	Requirement	NO	
A.3.1.9	SERA.3140 Unmanned free balloons	Heading		
A.3.1.9.1	<i>An unmanned free balloon shall be operated in such a manner as to minimise hazards to persons, property or other aircraft and in accordance with the conditions specified in Appendix 2.</i>	Requirement	NO	
A.3.1.10	SERA.3145 Prohibited areas and restricted areas	Heading		
A.3.1.10.1	<i>Aircraft shall not be flown in a prohibited area, or in a restricted area, the particulars of which have been duly published, except in accordance with the conditions of the restrictions or by permission of the Member State over whose territory the areas are established.</i>	Requirement	NO	
A.3.2	CHAPTER 2 - Avoidance of collisions	Heading		
A.3.2.1	SERA.3201 General	Heading		
A.3.2.1.1	<i>Nothing in this Regulation shall relieve the pilot-in-command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment, as will best avert collision.</i>	Requirement	NO	
A.3.2.2	SERA.3205 Proximity	Heading		
A.3.2.2.1	<i>An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.</i>	Requirement	NO	
A.3.2.3	SERA.3210 Right-of-way	Heading		
A.3.2.3.1	(a) The aircraft that has the right-of-way shall maintain its heading and speed.	Requirement	YES	All SERA.3210 related to aircraft are also important because of the IFR vs. VFR flights in the same airspace; situation may be that IFR airplane shall give way to VFR airplane.
A.3.2.3.2	(b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.	Requirement	YES	
A.3.2.3.3	(c) An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over, under or in front of the other, unless it passes well clear and takes into account the effect of aircraft wake turbulence.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
A.3.2.3.3.1	(1) Approaching head-on. When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right.	Requirement	YES	
A.3.2.3.3.2	(2) Converging. When two aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows:	Requirement	YES	
A.3.2.3.3.2.1	(i) power-driven heavier-than-air aircraft shall give way to airships, sailplanes and balloons;	Requirement	YES	
A.3.2.3.3.2.2	(ii) airships shall give way to sailplanes and balloons;	Requirement	YES	
A.3.2.3.3.2.3	(iii) sailplanes shall give way to balloons;	Requirement	YES	
A.3.2.3.3.2.4	(iv) power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.	Requirement	YES	
A.3.2.3.3.3	(3) Overtaking. An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left (port) or right (starboard) navigation lights. An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.	Requirement	YES	
A.3.2.3.3.3.1	(i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.	Requirement	YES	
A.3.2.3.3.4	(4) Landing. An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of an approach to land.	Requirement	YES	
A.3.2.3.3.4.1	(i) When two or more heavier-than-air aircraft are approaching an aerodrome or an operating site for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is in the final stages of an approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to sailplanes.	Requirement	YES	
A.3.2.3.3.4.2	(ii) Emergency landing. An aircraft that is aware that another is compelled to land shall give way to that aircraft.	Requirement	YES	
A.3.2.3.3.5	(5) Taking off. An aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft taking off or about to take off.	Requirement	YES	
A.3.2.3.4	(d) Surface movement of aircraft, persons and vehicles.	Requirement	YES	
A.3.2.3.4.1	(1) In case of danger of collision between two aircraft taxiing on the movement area of an aerodrome or equivalent part of an operating site, the following shall apply:	Requirement	YES	
A.3.2.3.4.1.1	(i) when two aircraft are approaching head on, or approximately so, each shall stop or where practicable alter its course to the right so as to keep well clear;	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
A.3.2.3.4.1.2	(ii) when two aircraft are on a converging course, the one which has the other on its right shall give way;	Requirement	YES	
A.3.2.3.4.1.3	(iii) an aircraft which is being overtaken by another aircraft shall have the right-of-way and the overtaking aircraft shall keep well clear of the other aircraft.	Requirement	YES	
A.3.2.3.4.2	(2) At a controlled aerodrome an aircraft taxiing on the manoeuvring area shall stop and hold at all runway-holding positions unless an explicit clearance to enter or cross the runway has been issued by the aerodrome control tower.	Requirement	YES	
A.3.2.3.4.3	(3) An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further in accordance with (2) when the lights are switched off.	Requirement	YES	
A.3.2.3.4.4	(4) Movement of persons and vehicles at aerodromes:	Requirement	YES	
A.3.2.3.4.4.1	(i) The movement of persons or vehicles, including towed aircraft, on the manoeuvring area of an aerodrome shall be controlled by the aerodrome control tower as necessary to avoid hazard to them or to aircraft landing, taxiing or taking off.	Requirement	YES	
A.3.2.3.4.4.2	(ii) In conditions where low visibility procedures are in operation:	Requirement	YES	
A.3.2.3.4.4.2.1	(A) persons and vehicles operating on the manoeuvring area of an aerodrome shall be restricted to the essential minimum, and particular regard shall be given to the requirements to protect the ILS/MLS sensitive area(s) when Category II or Category III precision instrument operations are in progress;	Requirement	YES	
A.3.2.3.4.4.2.2	(B) subject to the provisions in (iii) the minimum separation between vehicles and taxiing aircraft shall be as specified by the Air Navigation Service Provider (ANSP) and approved by the competent authority taking into account the aids available;	Requirement	YES	
A.3.2.3.4.4.2.3	(C) when mixed ILS and MLS Category II or Category III precision instrument operations are taking place to the same runway continuously, the more restrictive ILS or MLS critical and sensitive areas shall be protected.	Requirement	YES	
A.3.2.3.4.4.3	(iii) Emergency vehicles proceeding to the assistance of an aircraft in distress shall be afforded priority over all other surface movement traffic.	Requirement	YES	
A.3.2.3.4.4.4	(iv) Subject to the provisions in (iii), vehicles on the manoeuvring area shall be required to comply with the following rules:	Requirement	YES	
A.3.2.3.4.4.4.1	(A) vehicles and vehicles towing aircraft shall give way to aircraft which are landing, taking off, taxiing or being towed;	Requirement	YES	
A.3.2.3.4.4.4.2	(B) vehicles shall give way to other vehicles towing aircraft;	Requirement	YES	
A.3.2.3.4.4.4.3	(C) vehicles shall give way to other vehicles in accordance with air traffic services unit instructions;	Requirement	YES	
A.3.2.3.4.4.4.4	(D) notwithstanding the provisions of (A), (B) and (C), vehicles and vehicles towing aircraft shall comply with instructions issued by the aerodrome control tower.	Requirement	YES	
A.3.2.4	SERA.3215 Lights to be displayed by aircraft	Heading		
A.3.2.4.1	(a) <i>Except as provided by (e), at night all aircraft in flight shall display:</i>	Requirement	NO	
A.3.2.4.1.1	(1) <i>anti-collision lights intended to attract attention to the aircraft; and</i>	Requirement	NO	



No.	Text	Type	Applicable to project?	Comments
A.3.2.4.1.2	<i>(2) except for balloons, navigation lights intended to indicate the relative path of the aircraft to an observer. Other lights shall not be displayed if they are likely to be mistaken for these lights.</i>	Requirement	NO	
A.3.2.4.2	<i>(b) Except as provided by (e), at night:</i>	Requirement	NO	
A.3.2.4.2.1	<i>(1) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;</i>	Requirement	NO	
A.3.2.4.2.2	<i>(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable;</i>	Requirement	NO	
A.3.2.4.2.3	<i>(3) all aircraft taxiing or being towed on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and</i>	Requirement	NO	
A.3.2.4.2.4	<i>(4) all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact.</i>	Requirement	NO	
A.3.2.4.3	<i>(c) Except as provided by (e), all aircraft in flight and fitted with anti-collision lights to meet the requirement of (a)(1) shall display such lights also during day.</i>	Requirement	NO	
A.3.2.4.4	<i>(d) Except as provided by (e), all aircraft:</i>	Requirement	NO	
A.3.2.4.4.1	<i>(1) taxiing or being towed on the movement area of an aerodrome and fitted with anti-collision lights, to meet the requirement of (b)(3); or</i>	Requirement	NO	
A.3.2.4.4.2	<i>(2) on the movement area of an aerodrome and fitted with lights to meet the requirement of (b)(4);</i>	Requirement	NO	
A.3.2.4.4.3	<i>shall display such lights also during day.</i>	Requirement	NO	
A.3.2.4.5	<i>(e) A pilot shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of (a), (b), (c) and (d) if they do or are likely to:</i>	Requirement	NO	
A.3.2.4.5.1	<i>(1) adversely affect the satisfactory performance of duties; or</i>	Requirement	NO	
A.3.2.4.5.2	<i>(2) subject an outside observer to harmful dazzle.</i>	Requirement	NO	
A.3.2.5	<b>SERA.3220 Simulated instrument flights</b>	Heading		
A.3.2.5.1	<i>An aircraft shall not be flown under simulated instrument flight conditions unless:</i>	Requirement	NO	
A.3.2.5.1.1	<i>(a) fully functioning dual controls are installed in the aircraft; and</i>	Requirement	NO	
A.3.2.5.1.2	<i>(b) an additional qualified pilot (in this rule called a safety pilot) occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which the observer's field of vision adequately supplements that of the safety pilot.</i>	Requirement	NO	
A.3.2.6	<b>SERA.3225 Operation on and in the vicinity of an aerodrome</b>	Heading		
A.3.2.6.1	<i>An aircraft operated on or in the vicinity of an aerodrome shall:</i>	Requirement	NO	
A.3.2.6.1.1	<i>(a) observe other aerodrome traffic for the purpose of avoiding collision;</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.3.2.6.1.2	<i>(b) conform with or avoid the pattern of traffic formed by other aircraft in operation;</i>	Requirement	NO	
A.3.2.6.1.3	<i>(c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC;</i>	Requirement	NO	
A.3.2.6.1.4	<i>(d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.</i>	Requirement	NO	
A.3.2.7	<b>SERA.3230 Water operations</b>	Heading		
A.3.2.7.1	<i>(a) When two aircraft or an aircraft and a vessel are approaching one another and there is a risk of collision, the aircraft shall proceed with careful regard to existing circumstances and conditions including the limitations of the respective craft.</i>	Requirement	NO	
A.3.2.7.1.1	<i>(1) Converging. An aircraft which has another aircraft or a vessel on its right shall give way so as to keep well clear.</i>	Requirement	NO	
A.3.2.7.1.2	<i>(2) Approaching head-on. An aircraft approaching another aircraft or a vessel head-on, or approximately so, shall alter its heading to the right to keep well clear.</i>	Requirement	NO	
A.3.2.7.1.3	<i>(3) Overtaking. The aircraft or vessel which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.</i>	Requirement	NO	
A.3.2.7.1.4	<i>(4) Landing and taking off. Aircraft landing on or taking off from the water shall, in so far as practicable, keep well clear of all vessels and avoid impeding their navigation.</i>	Requirement	NO	
A.3.2.7.2	<i>(b) Lights to be displayed by aircraft on the water. At night or during any other period prescribed by the competent authority, all aircraft on the water shall display lights as required by the Convention on the International Regulations for Preventing Collisions at Sea, 1972, unless it is impractical for them to do so, in which case they shall display lights as closely similar as possible in characteristics and position to those required by the International Regulations.</i>	Requirement	NO	
A.3.3	<b>CHAPTER 3 - Signals</b>	Heading		
A.3.3.1	<b>SERA.3301 General</b>	Heading		
A.3.3.1.1	<i>(a) Upon observing or receiving any of the signals given in Appendix 1, aircraft shall take such action as may be required by the interpretation of the signal given in that Appendix.</i>	Requirement	NO	
A.3.3.1.2	<i>(b) The signals of Appendix 1 shall, when used, have the meaning indicated therein. They shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.</i>	Requirement	NO	
A.3.3.1.3	<i>(c) A signalman/marshaller shall be responsible for providing standard marshalling signals to aircraft in a clear and precise manner using the signals shown in Appendix 1.</i>	Requirement	NO	
A.3.3.1.4	<i>(d) Only persons trained, qualified and approved as required by the relevant Union or national legislation shall carry out the functions of a signalman/marshaller.</i>	Requirement	NO	
A.3.3.1.5	<i>(e) The signalman/marshaller shall wear a distinctive fluorescent identification vest to allow the flight crew to identify that he or she is the person responsible for the marshalling operation.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.3.3.1.6	<i>(f) Daylight-fluorescent wands, table-tennis bats or gloves shall be used for all signalling by all participating ground staff during daylight hours. Illuminated wands shall be used at night or in low visibility.</i>	Requirement	NO	
A.3.4	CHAPTER 4 - Time	Heading		
A.3.4.1	SERA.3401 General	Heading		
A.3.4.1.1	<i>(a) Coordinated Universal Time (UTC) shall be used and shall be expressed in hours and minutes and, when required, seconds of the 24-hour day beginning at midnight.</i>	Requirement	NO	
A.3.4.1.2	<i>(b) A time check shall be obtained prior to operating a controlled flight and at such other times during the flight as may be necessary.</i>	Requirement	NO	
A.3.4.1.3	<i>(c) Wherever time is utilised in the application of data link communications, it shall be accurate to within 1 second of UTC.</i>	Requirement	NO	
A.3.4.1.4	<i>(d) Time in air traffic services</i>	Requirement	NO	
A.3.4.1.4.1	<i>(1) Aerodrome control towers shall, prior to an aircraft taxiing for take-off, provide the pilot with the correct time, unless arrangements have been made for the pilot to obtain it from other sources. Air traffic services units shall, in addition, provide aircraft with the correct time on request. Time checks shall be given at least to the nearest minute.</i>	Requirement	NO	
A.4	SECTION 4 - Flight plans	Heading		
A.4.1	SERA.4001 Submission of a flight plan	Heading		
A.4.1.1	<i>(a) Information relative to an intended flight or portion of a flight, to be provided to air traffic services units, shall be in the form of a flight plan. The term 'flight plan' is used to mean variously, full information on all items comprised in the flight plan description, covering the whole route of a flight, or limited information required, inter alia, when the purpose is to obtain a clearance for a minor portion of a flight such as to cross an airway, to take off from, or to land at a controlled aerodrome.</i>	Requirement	YES	
A.4.1.2	<i>(b) A flight plan shall be submitted prior to operating:</i>	Requirement	YES	
A.4.1.2.1	<i>(1) any flight or portion thereof to be provided with air traffic control service;</i>	Requirement	NO	
A.4.1.2.2	<i>(2) any IFR flight within advisory airspace;</i>	Requirement	YES	
A.4.1.2.3	<i>(3) any flight within or into areas, or along routes designated by the competent authority, to facilitate the provision of flight information, alerting and search and rescue services;</i>	Requirement	NO	
A.4.1.2.4	<i>(4) any flight within or into areas or along routes designated by the competent authority, to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;</i>	Requirement	NO	
A.4.1.2.5	<i>(5) any flight across international borders, unless otherwise prescribed by the States concerned;</i>	Requirement	NO	
A.4.1.2.6	<i>(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.4.1.3	<i>(c) A flight plan shall be submitted, before departure, to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station, unless arrangements have been made for submission of repetitive flight plans.</i>	Requirement	NO	
A.4.1.4	<i>(d) Unless a shorter period of time has been prescribed by the competent authority for domestic VFR flights, a flight plan for any flight planned to operate across international borders or to be provided with air traffic control service or air traffic advisory service shall be submitted at least 60 minutes before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate ATS unit at least 10 minutes before the aircraft is estimated to reach:</i>	Requirement	NO	
A.4.1.4.1	<i>(1) the intended point of entry into a control area or advisory area; or</i>	Requirement	NO	
A.4.1.4.2	<i>(2) the point of crossing an airway or advisory route.</i>	Requirement	NO	
A.4.2	<b>SERA.4005 Contents of a flight plan</b>	Heading		
A.4.2.1	<i>(a) A flight plan shall comprise information regarding such of the following items as are considered relevant by the competent authority:</i>	Requirement	NO	
A.4.2.1.1	<i>(1) Aircraft identification</i>	Requirement	NO	
A.4.2.1.2	<i>(2) Flight rules and type of flight</i>	Requirement	NO	
A.4.2.1.3	<i>(3) Number and type(s) of aircraft and wake turbulence category</i>	Requirement	NO	
A.4.2.1.4	<i>(4) Equipment</i>	Requirement	NO	
A.4.2.1.5	<i>(5) Departure aerodrome or operating site</i>	Requirement	NO	
A.4.2.1.6	<i>(6) Estimated off-block time</i>	Requirement	NO	
A.4.2.1.7	<i>(7) Cruising speed(s)</i>	Requirement	NO	
A.4.2.1.8	<i>(8) Cruising level(s)</i>	Requirement	NO	
A.4.2.1.9	<i>(9) Route to be followed</i>	Requirement	NO	
A.4.2.1.10	<i>(10) Destination aerodrome or operating site and total estimated elapsed time</i>	Requirement	NO	
A.4.2.1.11	<i>(11) Alternate aerodrome(s) or operating site(s)</i>	Requirement	NO	
A.4.2.1.12	<i>(12) Fuel endurance</i>	Requirement	NO	
A.4.2.1.13	<i>(13) Total number of persons on board</i>	Requirement	NO	
A.4.2.1.14	<i>(14) Emergency and survival equipment</i>	Requirement	NO	
A.4.2.1.15	<i>(15) Other information.</i>	Requirement	NO	
A.4.2.2	<i>(b) For flight plans submitted during flight, the departure aerodrome or operating site provided shall be the location from which supplementary information concerning the flight may be obtained, if required. Additionally, the information to be provided in lieu of the estimated off-block time shall be the time over the first point of the route to which the flight plan relates.</i>	Requirement	NO	
A.4.3	<b>SERA.4010 Completion of a flight plan</b>	Heading		

No.	Text	Type	Applicable to project?	Comments
A.4.3.1	<i>(a) A flight plan shall contain information, as applicable, on relevant items up to and including 'Alternate aerodrome(s) or operating site(s)' regarding the whole route or the portion thereof for which the flight plan is submitted.</i>	Requirement	NO	
A.4.3.2	<i>(b) It shall, in addition, contain information, as applicable, on all other items when so prescribed by the competent authority or when otherwise deemed necessary by the person submitting the flight plan.</i>	Requirement	NO	
A.4.4	SERA.4015 Changes to a flight plan	Heading		
A.4.4.1	<i>(a) Subject to the provisions of SERA.8020 (b) all changes to a flight plan submitted for an IFR flight, or a VFR flight operated as a controlled flight, shall be reported as soon as practicable to the appropriate air traffic services unit. For other VFR flights, significant changes to a flight plan shall be reported as soon as practicable to the appropriate air traffic services unit.</i>	Requirement	YES	
A.4.4.2	<i>(b) Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at time of departure, constitutes a significant change to the flight plan and as such shall be reported.</i>	Requirement	NO	
A.4.5	SERA.4020 Closing a flight plan	Heading		
A.4.5.1	<i>(a) An arrival report shall be made in person, by radiotelephony, via data link or by other means as prescribed by the competent authority at the earliest possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.</i>	Requirement	NO	
A.4.5.1.1	<i>(1) Submission of an arrival report is not required after landing on an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the landing has been observed.</i>	Requirement	NO	
A.4.5.2	<i>(b) When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.</i>	Requirement	NO	
A.4.5.3	<i>(c) When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.</i>	Requirement	NO	
A.4.5.4	<i>(d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.4.5.5	<i>(e) Arrival reports made by aircraft shall contain the following elements of information:</i>	Requirement	NO	
A.4.5.5.1	<i>(1) aircraft identification;</i>	Requirement	NO	
A.4.5.5.2	<i>(2) departure aerodrome or operating site;</i>	Requirement	NO	
A.4.5.5.3	<i>(3) destination aerodrome or operating site (only in the case of a diversionary landing);</i>	Requirement	NO	
A.4.5.5.4	<i>(4) arrival aerodrome or operating site;</i>	Requirement	NO	
A.4.5.5.5	<i>(5) time of arrival.</i>	Requirement	NO	
A.5	SECTION 5 - Visual meteorological conditions, visual flight rules, special VFR and instrument flight rules	Heading		
A.5.1	SERA.5001 VMC visibility and distance from cloud minima	Heading		
A.5.1.1	<i>VMC visibility and distance from cloud minima are contained in Table S5-1.</i>	Statement		
A.5.1.2	<i>Table S5-1.</i>	Statement		
A.5.2	SERA.5005 Visual flight rules	Heading		
A.5.2.1	<i>(a) Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table S5-1.</i>	Requirement	NO	
A.5.2.2	<i>(b) Except when a special VFR clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:</i>	Requirement	YES	By "aerodrome traffic zone" can be meant ATZ around current uncontrolled aerodromes in CZ. Therefore this can be taken as safety barrier (minimum ceiling 1500ft). But: In CZ, Table S5-1 is the basis, therefore flights in G class can be flown if ceiling is even 500ft AGL
A.5.2.2.1	<i>(1) the ceiling is less than 450 m (1 500 ft); or</i>	Requirement	YES	
A.5.2.2.2	<i>(2) the ground visibility is less than 5 km.</i>	Requirement	NO	
A.5.2.3	<i>(c) When so prescribed by the competent authority, VFR flights at night may be permitted under the following conditions:</i>	Requirement	NO	
A.5.2.3.1	<i>(1) if leaving the vicinity of an aerodrome, a flight plan shall be submitted in accordance with SERA.4001(b)(6);</i>	Requirement	NO	
A.5.2.3.2	<i>(2) flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;</i>	Requirement	NO	
A.5.2.3.3	<i>(3) the VMC visibility and distance from cloud minima as specified in Table S5-1 shall apply except that:</i>	Requirement	NO	
A.5.2.3.3.1	<i>(i) the ceiling shall not be less than 450 m (1 500 ft);</i>	Requirement	NO	
A.5.2.3.3.2	<i>(ii) the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply;</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.5.2.3.3.3	<i>(iii) in airspace classes B, C, D, E, F and G, at and below 900 m (3 000 ft) AMSL or 300 m (1 000 ft) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; and</i>	Requirement	NO	
A.5.2.3.3.4	<i>(v) for mountainous area, higher VMC visibility and distance from cloud minima may be prescribed by the competent authority;</i>	Requirement	NO	
A.5.2.3.4	<i>(5) except when necessary for take-off or landing, or except when specifically authorised by the competent authority, a VFR flight at night shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established:</i>	Requirement	NO	
A.5.2.3.4.1	<i>(i) over high terrain or in mountainous areas, at a level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;</i>	Requirement	NO	
A.5.2.3.4.2	<i>(ii) elsewhere than as specified in i), at a level which is at least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.</i>	Requirement	NO	
A.5.2.4	<i>(d) VFR flights shall not be operated:</i>	Requirement	NO	
A.5.2.4.1	<i>(1) at transonic and supersonic speeds unless authorised by the competent authority;</i>	Requirement	NO	
A.5.2.4.2	<i>(2) above FL 195. Exceptions to this requirement are the following:</i>	Requirement	NO	
A.5.2.4.2.1	<i>(i) an airspace reservation has been established, where practical, by the Member States, in which VFR flights may be allowed; or</i>	Requirement	NO	
A.5.2.4.2.2	<i>(ii) airspace up to and including flight level 285, when VFR traffic in that airspace (ii) has been authorised by the responsible ATS unit in accordance with the authorisation procedures established by the Member States and published in the relevant aeronautical information publication.</i>	Requirement	NO	
A.5.2.5	<i>(e) Authorisation for VFR flights to operate above FL 285 shall not be granted where a vertical separation minimum of 300 m (1 000 ft) is applied above FL 290.</i>	Requirement	NO	
A.5.2.6	<i>(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:</i>	Requirement	NO	
A.5.2.6.1	<i>(1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;</i>	Requirement	NO	
A.5.2.6.2	<i>(2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.</i>	Requirement	NO	
A.5.2.7	<i>(g) Except where otherwise indicated in air traffic control clearances or specified by the competent authority, VFR flights in level cruising flight when operated above 900 m (3 000 ft) from the ground or water, or a higher datum as specified by the competent authority, shall be conducted at a cruising level appropriate to the track as specified in the table of cruising levels in Appendix 3.</i>	Requirement	NO	
A.5.2.8	<i>(h) VFR flights shall comply with the provisions of Section 8:</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.5.2.8.1	<i>(1) when operated within Classes B, C and D airspace;</i>	Requirement	NO	
A.5.2.8.2	<i>(2) when forming part of aerodrome traffic at controlled aerodromes; or</i>	Requirement	NO	
A.5.2.8.3	<i>(3) when operated as special VFR flights.</i>	Requirement	NO	
A.5.2.9	<i>(i) A VFR flight operating within or into areas or along routes designated by the competent authority, in accordance with SERA.4001(b)(3) or (4), shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary to, the air traffic services unit providing flight information service.</i>	Requirement	NO	
A.5.2.10	<i>(j) An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:</i>	Requirement	NO	
A.5.2.10.1	<i>(1) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan; or</i>	Requirement	NO	
A.5.2.10.2	<i>(2) as required by SERA.4001(b), submit a flight plan to the appropriate air traffic services unit as soon as practicable and obtain a clearance prior to proceeding IFR when in controlled airspace.</i>	Requirement	NO	
A.5.3	SERA.5010 Special VFR in control zones	Heading		
A.5.3.1	Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, police, medical, search and rescue operations and fire-fighting flights, the following additional conditions shall be applied:	Requirement	YES	
A.5.3.1.1	<i>(a) such special VFR flights may be conducted during day only, unless otherwise permitted by the competent authority;</i>	Requirement	NO	
A.5.3.1.2	<i>(b) by the pilot:</i>	Requirement	NO	
A.5.3.1.2.1	<i>(1) clear of cloud and with the surface in sight;</i>	Requirement	NO	
A.5.3.1.2.2	<i>(2) the flight visibility is not less than 1 500 m or, for helicopters, not less than 800 m;</i>	Requirement	NO	
A.5.3.1.2.3	<i>(3) fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and</i>	Requirement	NO	
A.5.3.1.3	<i>(c) an air traffic control unit shall not issue a special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:</i>	Requirement	NO	
A.5.3.1.3.1	<i>(1) the ground visibility is less than 1 500 m or, for helicopters, less than 800 m;</i>	Requirement	NO	
A.5.3.1.3.2	<i>(2) the ceiling is less than 180 m (600 ft)</i>	Requirement	NO	
A.5.4	SERA.5015 Instrument flight rules (IFR) — Rules applicable to all IFR flights	Heading		
A.5.4.1	(a) Aircraft equipment	Heading		
A.5.4.1.1	<i>Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown and in accordance with the applicable air operations legislation.</i>	Requirement	NO	



No.	Text	Type	Applicable to project?	Comments
A.5.4.2	<b>(b) Minimum levels</b>	Heading		
A.5.4.2.1	<i>Except when necessary for take-off or landing, or except when specifically authorised by the competent authority, an IFR flight shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established:</i>	Requirement	NO	
A.5.4.2.1.1	<i>(1) over high terrain or in mountainous areas, at a level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;</i>	Requirement	NO	
A.5.4.2.1.2	<i>(2) elsewhere than as specified in (1), at a level which is at least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.</i>	Requirement	NO	
A.5.4.3	<b>(c) Change from IFR flight to VFR flight</b>	Heading		
A.5.4.3.1	<i>(1) An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.</i>	Requirement	NO	
A.5.4.3.2	<i>(2) When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.</i>	Requirement	NO	
A.5.5	<b>SERA.5020 IFR — Rules applicable to IFR flights within controlled airspace</b>	Heading		
A.5.5.1	<i>(a) IFR flights shall comply with the provisions of Section 8 when operated in controlled airspace.</i>	Requirement	NO	
A.5.5.2	<i>(b) An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorised by ATS unit to employ cruise climb techniques, between two levels or above a level, selected from the table of cruising levels in Appendix 3, except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the competent authority in aeronautical information publications.</i>	Requirement	NO	
A.5.6	<b>SERA.5025 IFR — Rules Applicable to IFR flights outside controlled airspace</b>	Heading		
A.5.6.1	<b>(a) Cruising levels</b>	Heading		
A.5.6.1.1	An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the table of cruising levels in Appendix 3, except when otherwise specified by the competent authority for flight at or below 900 m (3 000 ft) above mean sea level.	Requirement	YES	
A.5.6.2	<b>(b) Communications</b>	Heading		

No.	Text	Type	Applicable to project?	Comments
A.5.6.2.1	An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the competent authority in accordance with SERA.4001(b)(3) or (4) shall maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.	Requirement	YES	
A.5.6.3	(c) Position reports	Heading	NO	
A.5.6.3.1	An IFR flight operating outside controlled airspace and required by the competent authority to maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service, shall report position, as specified in SERA.8025 for controlled flights.	Requirement	YES	
A.6	SECTION 6 - Airspace classification	Heading		
A.6.1	SERA.6001 Classification of airspaces	Heading		
A.6.1.1	<i>(a) Member States shall designate airspace in accordance with the following airspace classification and in accordance with Appendix 4:</i>	Requirement	NO	
A.6.1.1.1	<i>(1) Class A. IFR flights only are permitted. All flights are provided with air traffic control service and are separated from each other. Continuous air-ground voice communications are required for all flights. All flights shall be subject to ATC clearance.</i>	Requirement	NO	
A.6.1.1.2	<i>(2) Class B. IFR and VFR flights are permitted. All flights are provided with air traffic control service and are separated from each other. Continuous air-ground voice communications are required for all flights. All flights shall be subject to ATC clearance.</i>	Requirement	NO	
A.6.1.1.3	<i>(3) Class C. IFR and VFR flights are permitted. All flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights and traffic avoidance advice on request. Continuous air-ground voice communications are required for all flights. For VFR flights a speed limitation of 250 kts indicated airspeed (IAS) applies below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.</i>	Requirement	NO	
A.6.1.1.4	<i>(4) Class D. IFR and VFR flights are permitted and all flights are provided with air traffic control service. IFR flights are separated from other IFR flights, receive traffic information in respect of VFR flights and traffic avoidance advice on request. VFR flights receive traffic information in respect of all other flights and traffic avoidance advice on request. Continuous air-ground voice communications are required for all flights and a speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed. All flights shall be subject to ATC clearance.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.6.1.1.5	(5) Class E. IFR and VFR flights are permitted. IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information, as far as is practical. Continuous air-ground voice communications are required for IFR flights. A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons cannot maintain this speed. All IFR flights shall be subject to ATC clearance. Class E shall not be used for control zones.	Requirement	YES	Airspace class around uncontrolled aerodromes
A.6.1.1.6	(6) Class F. IFR and VFR flights are permitted. All participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested. Continuous air-ground voice communications are required for IFR flights participating in the advisory service and all IFR flights shall be capable of establishing air-ground voice communications. A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons cannot maintain this speed. ATC clearance is not required.	Requirement	NO	
A.6.1.1.7	(7) Class G. IFR and VFR flights are permitted and receive flight information service if requested. All IFR flights shall be capable of establishing air-ground voice communications. A speed limitation of 250 kts IAS applies to all flights below 3 050 m (10 000 ft) AMSL, except where approved by the competent authority for aircraft types, which for technical or safety reasons cannot maintain this speed. ATC clearance is not required.	Requirement	YES	Airspace class around uncontrolled aerodromes
A.6.1.1.8	(8) Implementation of Class F shall be considered as a temporary measure until such time as it can be replaced by an alternative classification.	Requirement	NO	
A.6.1.2	(b) The designation of the airspace classification shall be appropriate to the needs of the Member States, except that all airspace above FL 195 shall be classified as Class C airspace.	Requirement	NO	
A.6.2	SERA.6005 Requirements for communications and SSR transponder	Heading		
A.6.2.1	(a) Radio mandatory zone (RMZ)	Heading		
A.6.2.1.1	(1) VFR flights operating in parts of Classes E, F or G airspace and IFR flights operating in parts of Classes F or G airspace designated as a radio mandatory zone (RMZ) by the competent authority shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP.	Requirement	YES	
A.6.2.1.2	(2) Before entering a radio mandatory zone, an initial call containing the designation of the station being called, call sign, type of aircraft, position, level, the intentions of the flight and other information as prescribed by the competent authority, shall be made by pilots on the appropriate communication channel.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
A.6.2.2	<b>(b) Transponder mandatory zone (TMZ)</b>	Heading		
A.6.2.2.1	<i>(1) All flights operating in airspace designated by the competent authority as a transponder mandatory zone (TMZ) shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP.</i>	Requirement	NO	
A.6.2.3	<i>(c) Airspaces designated as radio mandatory zone and/or transponder mandatory zone shall be duly promulgated in the aeronautical information publications.</i>	Requirement	NO	
A.7	<b>SECTION 7 - Air traffic services</b>	Heading		
A.7.1	<b>SERA.7001. General — Objectives of the air traffic services</b>	Heading		
A.7.1.1	<i>The objectives of the air traffic services shall be to:</i>	Requirement	NO	
A.7.1.1.1	<i>(a) prevent collisions between aircraft;</i>	Requirement	NO	
A.7.1.1.2	<i>(b) prevent collisions between aircraft on the manoeuvring area and obstructions on that area;</i>	Requirement	NO	
A.7.1.1.3	<i>(c) expedite and maintain an orderly flow of air traffic;</i>	Requirement	NO	
A.7.1.1.4	<i>(d) provide advice and information useful for the safe and efficient conduct of flights;</i>	Requirement	NO	
A.7.1.1.5	<i>(e) notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required.</i>	Requirement	NO	
A.7.2	<b>SERA.7005 Coordination between the aircraft operator and air traffic services</b>	Heading		
A.7.2.1	<i>(a) Air traffic services units, in carrying out their objectives, shall have due regard for the requirements of the aircraft operators consequent on their obligations as specified in the relevant Union legislation on Air Operations, and, if so required by the aircraft operators, shall make available to them or their designated representatives such information as may be available to enable them or their designated representatives to carry out their responsibilities.</i>	Requirement	NO	
A.7.2.2	<i>(b) When so requested by an aircraft operator, messages (including position reports) received by air traffic services units and relating to the operation of the aircraft for which operational control service is provided by that aircraft operator shall, so far as practicable, be made available immediately to the aircraft operator or a designated representative in accordance with locally agreed procedures.</i>	Requirement	NO	
A.8	<b>SECTION 8 - Air traffic control service</b>	Heading		
A.8.1	<b>SERA.8001 Application</b>	Heading		
A.8.1.1	<b>Air traffic control service shall be provided:</b>	Requirement	YES	
A.8.1.1.1	<b>(a) to all IFR flights in airspace Classes A, B, C, D and E;</b>	Requirement	YES	
A.8.1.1.2	<i>(b) to all VFR flights in airspace Classes B, C and D;</i>	Requirement	NO	
A.8.1.1.3	<i>(c) to all special VFR flights;</i>	Requirement	NO	
A.8.1.1.4	<i>(d) to all aerodrome traffic at controlled aerodromes.</i>	Requirement	NO	
A.8.2	<b>SERA.8005 Operation of air traffic control service</b>	Heading		
A.8.2.1	<i>(a) In order to provide air traffic control service, an air traffic control unit shall:</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.8.2.1.1	<i>(1) be provided with information on the intended movement of each aircraft, or variations therefrom, and with current information on the actual progress of each aircraft;</i>	Requirement	NO	
A.8.2.1.2	<i>(2) determine from the information received, the relative positions of known aircraft to each other;</i>	Requirement	NO	
A.8.2.1.3	<i>(3) issue clearances and information for the purpose of preventing collision between aircraft under its control and of expediting and maintaining an orderly flow of traffic;</i>	Requirement	NO	
A.8.2.1.4	<i>(4) coordinate clearances as necessary with other units:</i>	Requirement	NO	
A.8.2.1.4.1	<i>(i) whenever an aircraft might otherwise conflict with traffic operated under the control of such other units;</i>	Requirement	NO	
A.8.2.1.4.2	<i>(ii) before transferring control of an aircraft to such other units.</i>	Requirement	NO	
A.8.2.2	<i>(b) Clearances issued by air traffic control units shall provide separation:</i>	Requirement	NO	
A.8.2.2.1	<i>(1) between all flights in airspace Classes A and B;</i>	Requirement	NO	
A.8.2.2.2	<i>(2) between IFR flights in airspace Classes C, D and E;</i>	Requirement	NO	
A.8.2.2.3	<i>(3) between IFR flights and VFR flights in airspace Class C;</i>	Requirement	NO	
A.8.2.2.4	<i>(4) between IFR flights and special VFR flights;</i>	Requirement	NO	
A.8.2.2.5	<i>(5) between special VFR flights unless otherwise prescribed by the competent authority;</i>	Requirement	NO	
A.8.2.2.6	<i>except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the competent authority for the cases listed under b) above in airspace Classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3 050 m (10 000 ft) during climb or descent, during day in visual meteorological conditions.</i>	Requirement	NO	
A.8.2.3	<i>(c) Except for cases when a reduction in separation minima in the vicinity of aerodromes can be applied, separation by an air traffic control unit shall be obtained by at least one of the following:</i>	Requirement	NO	
A.8.2.3.1	<i>(1) vertical separation, obtained by assigning different levels selected from the table of cruising levels in Appendix 3 to the Annex to this Regulation, except that the correlation of levels to track as prescribed therein shall not apply whenever otherwise indicated in appropriate aeronautical information publications or air traffic control clearances. The vertical separation minimum shall be a nominal 300 m (1 000 ft) up to and including FL 410 and a nominal 600 m (2 000 ft) above this level;</i>	Requirement	NO	
A.8.2.3.2	<i>(2) horizontal separation, obtained by providing:</i>	Requirement	NO	
A.8.2.3.2.1	<i>(i) longitudinal separation, by maintaining an interval between aircraft operating along the same, converging or reciprocal tracks, expressed in time or distance; or</i>	Requirement	NO	
A.8.2.3.2.2	<i>(ii) lateral separation, by maintaining aircraft on different routes or in different geographical areas.</i>	Requirement	NO	
A.8.3	SERA.8010 Separation minima	Heading		

No.	Text	Type	Applicable to project?	Comments
A.8.3.1	<i>(a) The selection of separation minima for application within a given portion of airspace shall be made by the ANSP responsible for the provision of air traffic services and approved by the competent authority concerned.</i>	Requirement	NO	
A.8.3.2	<i>(b) For traffic that will pass from one into the other of neighbouring airspaces and for routes that are closer to the common boundary of the neighbouring airspaces than the separation minima applicable in the circumstances, the selection of separation minima shall be made in consultation between the ANSPs responsible for the provision of air traffic services in neighbouring airspace.</i>	Requirement	NO	
A.8.3.3	<i>(c) Details of the selected separation minima and of their areas of application shall be notified:</i>	Requirement	NO	
A.8.3.3.1	<i>(1) to the air traffic services units concerned; and</i>	Requirement	NO	
A.8.3.3.2	<i>(2) to pilots and aircraft operators through aeronautical information publications, where separation is based on the use by aircraft of specified navigation aids or specified navigation techniques.</i>	Requirement	NO	
A.8.3A	<b>SERA.8012 Application of wake turbulence separation</b>	Heading		
A.8.3A.1	<i>(a) Wake turbulence separation minima shall be applied to aircraft in the approach and departure phases of flight under the following circumstances:</i>	Requirement	NO	
A.8.3A.1.1	<i>(1) an aircraft is operating directly behind another aircraft at the same altitude or less than 300 m (1 000 ft) below it; or</i>	Requirement	NO	
A.8.3A.1.2	<i>(2) both aircraft are using the same runway or parallel runways separated by less than 760 m (2 500 ft); or</i>	Requirement	NO	
A.8.3A.1.3	<i>(3) an aircraft is crossing behind another aircraft at the same altitude or less than 300 m (1 000 ft) below it.</i>	Requirement	NO	
A.8.4	<b>SERA.8015 Air traffic control clearances</b>	Heading		
A.8.4.1	<i>(a) Air traffic control clearances shall be based solely on the requirements for providing air traffic control service:</i>	Requirement	NO	
A.8.4.1.1	<i>(1) Clearances shall be issued solely for expediting and separating air traffic and be based on known traffic conditions which affect safety in aircraft operation. Such traffic conditions include not only aircraft in the air and on the manoeuvring area over which control is being exercised, but also any vehicular traffic or other obstructions not permanently installed on the manoeuvring area in use.</i>	Requirement	NO	
A.8.4.1.2	<i>(2) ATC units shall issue such ATC clearances as necessary to prevent collisions and to expedite and maintain an orderly flow of air traffic.</i>	Requirement	NO	
A.8.4.1.3	<i>(3) ATC clearances shall be issued early enough to ensure that they are transmitted to the aircraft in sufficient time for it to comply with them.</i>	Requirement	NO	
A.8.4.2	<i>(b) Operation subject to clearance</i>	Heading		

No.	Text	Type	Applicable to project?	Comments
A.8.4.2.1	<i>(1) An air traffic control clearance shall be obtained prior to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an air traffic control unit.</i>	Requirement	NO	
A.8.4.2.2	<i>(2) The pilot-in-command of an aircraft shall inform ATC if an air traffic control clearance is not satisfactory. In such cases, ATC will issue an amended clearance, if practicable.</i>	Requirement	NO	
A.8.4.2.3	<i>(3) Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate air traffic control unit.</i>	Requirement	NO	
A.8.4.2.4	<i>(4) Potential reclearance in flight. If, prior to departure, it is anticipated that, depending on fuel endurance and subject to reclearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate air traffic control units shall be so notified by the insertion in the flight plan of information concerning the revised route (where known) and the revised destination.</i>	Requirement	NO	
A.8.4.2.5	<i>(5) An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.</i>	Requirement	NO	
A.8.4.3	<b>(c) Clearances for transonic flight</b>	Heading		
A.8.4.3.1	<i>(1) The air traffic control clearance relating to the transonic acceleration phase of a supersonic flight shall extend at least to the end of that phase.</i>	Requirement	NO	
A.8.4.3.2	<i>(2) The air traffic control clearance relating to the deceleration and descent of an aircraft from supersonic cruise to subsonic flight shall seek to provide for uninterrupted descent at least during the transonic phase.</i>	Requirement	NO	
A.8.4.4	<b>(d) Contents of clearances</b>	Heading		
A.8.4.4.1	<i>An air traffic control clearance shall indicate:</i>	Requirement	NO	
A.8.4.4.1.1	<i>(1) aircraft identification as shown in the flight plan;</i>	Requirement	NO	
A.8.4.4.1.2	<i>(2) clearance limit;</i>	Requirement	NO	
A.8.4.4.1.3	<i>(3) route of flight,</i>	Requirement	NO	
A.8.4.4.1.3.1	<i>(i) the route of flight shall be detailed in each clearance when deemed necessary; and</i>	Requirement	NO	
A.8.4.4.1.3.2	<i>(ii) the phrase "cleared via flight planned route" shall not be used when granting a re-clearance.</i>	Requirement	NO	
A.8.4.4.1.4	<i>(4) level(s) of flight for the entire route or part thereof and changes of levels if required;</i>	Requirement	NO	
A.8.4.4.1.5	<i>(5) any necessary instructions or information on other matters such as approach or departure manoeuvres, communications and the time of expiry of the clearance.</i>	Requirement	NO	
A.8.4.5	<b>(e) Read-back of clearances and safety-related information</b>	Heading		
A.8.4.5.1	<i>(1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:</i>	Requirement	NO	
A.8.4.5.1.1	<i>(i) ATC route clearances;</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.8.4.5.1.2	<i>(ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and</i>	Requirement	NO	
A.8.4.5.1.3	<i>(iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and</i>	Requirement	NO	
A.8.4.5.1.4	<i>(iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.</i>	Requirement	NO	
A.8.4.5.2	<i>(2) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.</i>	Requirement	NO	
A.8.4.5.3	<i>(3) The controller shall listen to the read-back to ascertain that the clearance or instruction has been correctly acknowledged by the flight crew and shall take immediate action to correct any discrepancies revealed by the read-back.</i>	Requirement	NO	
A.8.4.5.4	<i>(4) Voice read-back of CPDLC messages shall not be required, unless otherwise specified by the ANSP.</i>	Requirement	NO	
A.8.4.5A	<b>(ea) Changes in clearance regarding route or level</b>	Heading		
A.8.4.5A.1	<i>(1) When issuing a clearance covering a requested change in route or level, the exact nature of the change shall be included in the clearance.</i>	Requirement	NO	
A.8.4.5A.2	<i>(2) When traffic conditions will not permit clearance of a requested change, the word "UNABLE" shall be used. When warranted by circumstances, an alternative route or level shall be offered.</i>	Requirement	NO	
A.8.4.5B	<b>(eb) Clearance related to altimetry</b>	Heading		
A.8.4.5B.1	<i>(1) For flights in areas where a transition altitude is established, the vertical position of the aircraft shall, except as provided for in (5) below, be expressed in terms of altitudes at or below the transition altitude and in terms of flight levels at or above the transition level. While passing through the transition layer, the vertical position shall be expressed in terms of flight levels when climbing and in terms of altitudes when descending.</i>	Requirement	NO	
A.8.4.5B.2	<i>(2) The flight crew shall be provided with the transition level in due time prior to reaching it during descent.</i>	Requirement	NO	
A.8.4.5B.3	<i>(3) A QNH altimeter setting shall be included in the descent clearance when first cleared at an altitude below the transition level, in approach clearances or clearances to enter the traffic circuit, and in taxi clearances for departing aircraft except when it is known that the aircraft has already received the information in a directed transmission.</i>	Requirement	NO	
A.8.4.5B.4	<i>(4) A QFE altimeter setting shall be provided to aircraft on request or on a regular basis in accordance with local arrangements.</i>	Requirement	NO	
A.8.4.5B.5	<i>(5) When an aircraft which has been given clearance to land is completing its approach using atmospheric pressure at aerodrome elevation (QFE), the vertical position of the aircraft shall be expressed in terms of height above aerodrome elevation during that portion of its flight for which QFE may be used, except that it shall be expressed in terms of height above runway threshold elevation:</i>	Requirement	NO	



No.	Text	Type	Applicable to project?	Comments
A.8.4.5B.5.1	<i>(i) for instrument runways if the threshold is 2 m (7 ft) or more below the aerodrome elevation; and</i>	Requirement	NO	
A.8.4.5B.5.2	<i>(ii) for precision approach runways.</i>	Requirement	NO	
A.8.4.5C	<b>(ec) Conditional clearances</b>	Heading		
A.8.4.5C.1	<i>Conditional phrases, such as 'behind landing aircraft' or 'after departing aircraft', shall not be used for movements affecting the active runway(s), except when the aircraft or vehicles concerned are seen by the appropriate controller and pilot. The aircraft or vehicle causing the condition in the clearance issued shall be the first aircraft/vehicle to pass in front of the other aircraft concerned. In all cases, a conditional clearance shall be given in the following order and consist of:</i>	Requirement	NO	
A.8.4.5C.1.1	<i>(1) the call sign;</i>	Requirement	NO	
A.8.4.5C.1.2	<i>(2) the condition;</i>	Requirement	NO	
A.8.4.5C.1.3	<i>(3) the clearance; and</i>	Requirement	NO	
A.8.4.5C.1.4	<i>(4) a brief reiteration of the condition.</i>	Requirement	NO	
A.8.4.6	<b>(f) Coordination of clearances</b>	Heading		
A.8.4.6.1	<i>(1) An air traffic control clearance shall be coordinated between air traffic control units to cover the entire route of an aircraft or a specified portion thereof as described in provisions (2) to (6).</i>	Requirement	NO	
A.8.4.6.2	<i>(2) An aircraft shall be cleared for the entire route to the aerodrome of first intended landing:</i>	Requirement	NO	
A.8.4.6.2.1	<i>(i) when it has been possible, prior to departure, to coordinate the clearance between all the units under whose control the aircraft will come; or</i>	Requirement	NO	
A.8.4.6.2.2	<i>(ii) when there is reasonable assurance that prior coordination will be effected between those units under whose control the aircraft will subsequently come.</i>	Requirement	NO	
A.8.4.6.3	<i>(3) When coordination as in (2) has not been achieved or is not anticipated, the aircraft shall be cleared only to that point where coordination is reasonably assured; prior to reaching such point, or at such point, the aircraft shall receive further clearance, holding instructions being issued as appropriate.</i>	Requirement	NO	
A.8.4.6.4	<i>(4) When prescribed by the ATS unit, aircraft shall contact a downstream air traffic control unit, for the purpose of receiving a downstream clearance prior to the transfer of control point.</i>	Requirement	NO	
A.8.4.6.4.1	<i>(i) Aircraft shall maintain the necessary two-way communication with the current air traffic control unit whilst obtaining a downstream clearance.</i>	Requirement	NO	
A.8.4.6.4.2	<i>(ii) A clearance issued as a downstream clearance shall be clearly identifiable as such to the pilot.</i>	Requirement	NO	
A.8.4.6.4.3	<i>(iii) Unless coordinated, downstream clearances shall not affect the aircraft's original flight profile in any airspace, other than that of the air traffic control unit responsible for the delivery of the downstream clearance.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.8.4.6.5	<i>(5) When an aircraft intends to depart from an aerodrome within a control area to enter another control area within a period of thirty minutes, or such other specific period of time as has been agreed between the area control centres concerned, coordination with the subsequent area control centre shall be effected prior to issuance of the departure clearance.</i>	Requirement	NO	
A.8.4.6.6	<i>(6) When an aircraft intends to leave a control area for flight outside controlled airspace, and will subsequently re-enter the same or another control area, a clearance from the point of departure to the aerodrome of first intended landing may be issued. Such clearance or revisions thereto shall apply only to those portions of the flight conducted within controlled airspace.</i>	Requirement	NO	
A.8.5	<b>SERA.8020 Adherence to flight plan</b>	Heading		
A.8.5.1	<i>(a) Except as provided for in (b) and (d) an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate air traffic services unit shall be notified of the action taken and that this action has been taken under emergency authority.</i>	Requirement	NO	
A.8.5.1.1	<i>(1) Unless otherwise authorised by the competent authority, or directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable:</i>	Requirement	NO	
A.8.5.1.1.1	<i>(i) when on an established ATS route, operate along the defined centre line of that route; or</i>	Requirement	NO	
A.8.5.1.1.2	<i>(ii) when on any other route, operate directly between the navigation facilities and/or points defining that route.</i>	Requirement	NO	
A.8.5.1.2	<i>(2) Unless otherwise authorised by the competent authority, or directed by the appropriate air traffic control unit, an aircraft operating along an ATS route segment defined by reference to very high frequency omnidirectional radio ranges shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the changeover point, where established.</i>	Requirement	NO	
A.8.5.1.3	<i>(3) Deviation from the requirements in point (1) shall be notified to the appropriate ATS unit.</i>	Requirement	NO	
A.8.5.2	<i>(b) Inadvertent changes. In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:</i>	Requirement	NO	
A.8.5.2.1	<i>(1) Deviation from track: if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.8.5.2.2	<i>(2) Variation in true airspeed: if the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate air traffic services unit shall be so informed.</i>	Requirement	NO	
A.8.5.2.3	<i>(3) Change in time estimate: if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of 2 minutes from that notified to ATS or such other period of time as prescribed by the competent authority, a revised estimated time shall be notified as soon as possible to the appropriate ATS unit.</i>	Requirement	NO	
A.8.5.2.4	<i>(4) Additionally, when an ADS-C agreement is in place, the air traffic services unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS-C event contract.</i>	Requirement	NO	
A.8.5.3	<i>(c) Intended changes. Requests for flight plan changes shall include information as indicated hereunder:</i>	Requirement	NO	
A.8.5.3.1	<i>(1) Change of cruising level: aircraft identification; requested new cruising level and cruising speed at this level, revised time estimates (when applicable) at subsequent flight information region boundaries.</i>	Requirement	NO	
A.8.5.3.2	<i>(2) Change of route:</i>	Requirement	NO	
A.8.5.3.2.1	<i>(i) Destination unchanged: aircraft identification; flight rules; description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence; revised time estimates; any other pertinent information.</i>	Requirement	NO	
A.8.5.3.2.2	<i>(ii) Destination changed: aircraft identification; flight rules; description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; revised time estimates; alternate aerodrome(s); any other pertinent information.</i>	Requirement	NO	
A.8.5.4	<i>(d) Weather deterioration below the VMC. When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a VFR flight operated as a controlled flight shall:</i>	Requirement	NO	
A.8.5.4.1	<i>(1) request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required; or</i>	Requirement	NO	
A.8.5.4.2	<i>(2) if no clearance in accordance with a) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome; or</i>	Requirement	NO	
A.8.5.4.3	<i>(3) if operated within a control zone, request authorisation to operate as a special VFR flight; or</i>	Requirement	NO	
A.8.5.4.4	<i>(4) request clearance to operate in accordance with the instrument flight rules.</i>	Requirement	NO	
A.8.6	SERA.8025 Position reports	Heading		

No.	Text	Type	Applicable to project?	Comments
A.8.6.1	<i>(a) Unless exempted by the competent authority or by the appropriate air traffic services unit under conditions specified by that authority, a controlled flight shall report to the appropriate air traffic services unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any other required information. Position reports shall similarly be made in relation to additional points when requested by the appropriate air traffic services unit. In the absence of designated reporting points, position reports shall be made at intervals prescribed by the competent authority or specified by the appropriate air traffic services unit.</i>	Requirement	NO	
A.8.6.1.1	<i>(1) Controlled flights providing position information to the appropriate air traffic services unit via data link communications shall only provide voice position reports when requested.</i>	Requirement	NO	
A.8.7	<b>SERA.8030 Termination of control</b>	Heading		
A.8.7.1	<i>A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to air traffic control service.</i>	Requirement	NO	
A.8.8	<b>SERA.8035 Communications</b>	Heading		
A.8.8.1	<i>(a) An aircraft operated as a controlled flight shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with, the appropriate air traffic control unit, except as may be prescribed by the relevant ANSP in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.</i>	Requirement	NO	
A.8.8.1.1	<i>(1) The requirement for an aircraft to maintain an air-ground voice communication watch shall remain in effect when CPDLC has been established.</i>	Requirement	NO	
A.8.8.2	<i>(b) The Member States shall comply with the appropriate provisions on communication failures as have been adopted under the Chicago Convention. The Commission shall take the necessary measures for the transposition of those provisions into Union law so as to establish common European procedures on communication failures by 31 December 2017 at the latest.</i>	Requirement	NO	
A.9	<b>SECTION 9 - Flight information service</b>	Heading		
A.9.1	<b>SERA.9001 Application</b>	Heading		
A.9.1.1	<i>(a) Flight information service shall be provided by the appropriate air traffic services units to all aircraft which are likely to be affected by the information and which are:</i>	Requirement	NO	
A.9.1.1.1	<i>(1) provided with air traffic control service; or</i>	Requirement	NO	
A.9.1.1.2	<i>(2) otherwise known to the relevant air traffic services units.</i>	Requirement	NO	
A.9.1.2	<i>(b) The reception of flight information service does not relieve the pilot-in-command of an aircraft of any responsibilities and the pilot-in-command shall make the final decision regarding any suggested alteration of flight plan.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.9.1.3	<i>(c) Where air traffic services units provide both flight information service and air traffic control service, the provision of air traffic control service shall have precedence over the provision of flight information service whenever the provision of air traffic control service so requires.</i>	Requirement	NO	
A.9.2	SERA.9005 Scope of flight information service	Heading		
A.9.2.1	<i>(a) Flight information service shall include the provision of pertinent:</i>	Requirement	NO	
A.9.2.1.1	<i>(1) SIGMET and AIRMET information;</i>	Requirement	NO	
A.9.2.1.2	<i>(2) information concerning pre-eruption volcanic activity, volcanic eruptions and volcanic ash clouds;</i>	Requirement	NO	
A.9.2.1.3	<i>(3) information concerning the release into the atmosphere of radioactive materials or toxic chemicals;</i>	Requirement	NO	
A.9.2.1.4	<i>(4) information on changes in the availability of radio navigation services;</i>	Requirement	NO	
A.9.2.1.5	<i>(5) information on changes in condition of aerodromes and associated facilities, including information on the state of the aerodrome movement areas when they are affected by snow, ice or significant depth of water;</i>	Requirement	NO	
A.9.2.1.6	<i>(6) information on unmanned free balloons;</i>	Requirement	NO	
A.9.2.1.7	<i>and of any other information likely to affect safety.</i>	Requirement	NO	
A.9.2.2	<i>(b) Flight information service provided to flights shall include, in addition to that outlined in (a), the provision of information concerning:</i>	Requirement	NO	
A.9.2.2.1	<i>(1) weather conditions reported or forecast at departure, destination and alternate aerodromes;</i>	Requirement	NO	
A.9.2.2.2	<i>(2) collision hazards, to aircraft operating in airspace Classes C, D, E, F and G;</i>	Requirement	NO	
A.9.2.2.3	<i>(3) for flight over water areas, in so far as practicable and when requested by a pilot, any available information such as radio call sign, position, true track, speed, etc., of surface vessels in the area.</i>	Requirement	NO	
A.9.2.3	<i>(c) Flight information service provided to VFR flights shall include, in addition to that outlined in (a), the provision of available information concerning traffic and weather conditions along the route of flight that are likely to make operation under the visual flight rules impracticable.</i>	Requirement	NO	
A.9.3	SERA.9010 Automatic terminal information service (ATIS)	Heading		
A.9.3.1	<i>(a) Use of the ATIS messages in directed request/reply transmissions</i>	Heading		
A.9.3.1.1	<i>(1) When requested by the pilot, the applicable ATIS message(s) shall be transmitted by the appropriate air traffic services unit.</i>	Requirement	NO	
A.9.3.1.2	<i>(2) Whenever Voice-ATIS and/or D-ATIS is provided:</i>	Requirement	NO	
A.9.3.1.2.1	<i>(i) aircraft shall acknowledge receipt of the information upon establishing communication with the ATS unit providing approach control service, the aerodrome control tower or Aerodrome Flight Information Service (AFIS), as appropriate; and</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.9.3.1.2.2	<i>(ii) the appropriate air traffic services unit shall, when replying to an aircraft acknowledging receipt of an ATIS message or, in the case of arriving aircraft, at such other time as may be prescribed by the competent authority, provide the aircraft with the current altimeter setting.</i>	Requirement	NO	
A.9.3.1.3	<i>(3) Information contained in a current ATIS, the receipt of which has been acknowledged by the aircraft concerned, need not be included in a directed transmission to the aircraft, with the exception of the altimeter setting, which shall be provided in accordance with (2).</i>	Requirement	NO	
A.9.3.1.4	<i>(4) If an aircraft acknowledges receipt of an ATIS that is no longer current, any element of information that needs updating shall be transmitted to the aircraft without delay.</i>	Requirement	NO	
<b>A.9.3.2</b>	<b>(b) ATIS for arriving and departing aircraft</b>	Heading		
A.9.3.2.1	<i>ATIS messages containing both arrival and departure information shall contain the following elements of information in the order listed:</i>	Requirement	NO	
A.9.3.2.1.1	<i>(1) name of aerodrome;</i>	Requirement	NO	
A.9.3.2.1.2	<i>(2) arrival and/or departure indicator;</i>	Requirement	NO	
A.9.3.2.1.3	<i>(3) contract type, if communication is via D-ATIS;</i>	Requirement	NO	
A.9.3.2.1.4	<i>(4) designator;</i>	Requirement	NO	
A.9.3.2.1.5	<i>(5) time of observation, if appropriate;</i>	Requirement	NO	
A.9.3.2.1.6	<i>(6) type of approach(es) to be expected;</i>	Requirement	NO	
A.9.3.2.1.7	<i>(7) the runway(s) in use; status of arresting system constituting a potential hazard, if any;</i>	Requirement	NO	
A.9.3.2.1.8	<i>(8) significant runway surface conditions and, if appropriate, braking action;</i>	Requirement	NO	
A.9.3.2.1.9	<i>(9) holding delay, if appropriate;</i>	Requirement	NO	
A.9.3.2.1.10	<i>(10) transition level, if applicable;</i>	Requirement	NO	
A.9.3.2.1.11	<i>(11) other essential operational information;</i>	Requirement	NO	
A.9.3.2.1.12	<i>(12) surface wind direction (in degrees magnetic) and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;</i>	Requirement	NO	
A.9.3.2.1.13	<i>(13) visibility and, when applicable, RVR and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;</i>	Requirement	NO	
A.9.3.2.1.14	<i>(14) present weather;</i>	Requirement	NO	
A.9.3.2.1.15	<i>(15) cloud below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;</i>	Requirement	NO	
A.9.3.2.1.16	<i>(16) air temperature;</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.9.3.2.1.17	(17) dew point temperature;	Requirement	NO	
A.9.3.2.1.18	(18) altimeter setting(s);	Requirement	NO	
A.9.3.2.1.19	(19) any available information on significant meteorological phenomena in the approach and climb-out areas including wind shear, and information on recent weather of operational significance;	Requirement	NO	
A.9.3.2.1.20	(20) trend forecast, when available; and	Requirement	NO	
A.9.3.2.1.21	(21) specific ATIS instructions.	Requirement	NO	
<b>A.9.3.3</b>	<b>(c) ATIS for arriving aircraft</b>	<b>Heading</b>		
A.9.3.3.1	ATIS messages containing arrival information only shall contain the following elements of information in the order listed:	Requirement	NO	
A.9.3.3.1.1	(1) name of aerodrome;	Requirement	NO	
A.9.3.3.1.2	(2) arrival indicator;	Requirement	NO	
A.9.3.3.1.3	(3) contract type, if communication is via D-ATIS;	Requirement	NO	
A.9.3.3.1.4	(4) designator;	Requirement	NO	
A.9.3.3.1.5	(5) time of observation, if appropriate;	Requirement	NO	
A.9.3.3.1.6	(6) type of approach(es) to be expected;	Requirement	NO	
A.9.3.3.1.7	(7) main landing runway(s); status of arresting system constituting a potential hazard, if any;	Requirement	NO	
A.9.3.3.1.8	(8) significant runway surface conditions and, if appropriate, braking action;	Requirement	NO	
A.9.3.3.1.9	(9) holding delay, if appropriate;	Requirement	NO	
A.9.3.3.1.10	(10) transition level, if applicable;	Requirement	NO	
A.9.3.3.1.11	(11) other essential operational information;	Requirement	NO	
A.9.3.3.1.12	(12) surface wind direction (in degrees magnetic) and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;	Requirement	NO	
A.9.3.3.1.13	(13) visibility and, when applicable, RVR and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;	Requirement	NO	
A.9.3.3.1.14	(14) present weather;	Requirement	NO	
A.9.3.3.1.15	(15) cloud below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;	Requirement	NO	
A.9.3.3.1.16	(16) air temperature;	Requirement	NO	
A.9.3.3.1.17	(17) dew point temperature;	Requirement	NO	
A.9.3.3.1.18	(18) altimeter setting(s);	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.9.3.3.1.19	(19) any available information on significant meteorological phenomena in the approach area including wind shear, and information on recent weather of operational significance;	Requirement	NO	
A.9.3.3.1.20	(20) trend forecast, when available; and	Requirement	NO	
A.9.3.3.1.21	(21) specific ATIS instructions.	Requirement	NO	
<b>A.9.3.4</b>	<b>(d) ATIS for departing aircraft</b>	<b>Heading</b>		
A.9.3.4.1	ATIS messages containing departure information only shall contain the following elements of information in the order listed:	Requirement	NO	
A.9.3.4.1.1	(1) name of aerodrome;	Requirement	NO	
A.9.3.4.1.2	(2) departure indicator;	Requirement	NO	
A.9.3.4.1.3	(3) contract type, if communication is via D-ATIS;	Requirement	NO	
A.9.3.4.1.4	(4) designator;	Requirement	NO	
A.9.3.4.1.5	(5) time of observation, if appropriate;	Requirement	NO	
A.9.3.4.1.6	(6) runway(s) to be used for take-off; status of arresting system constituting a potential hazard, if any;	Requirement	NO	
A.9.3.4.1.7	(7) significant surface conditions of runway(s) to be used for take-off and, if appropriate, braking action;	Requirement	NO	
A.9.3.4.1.8	(8) departure delay, if appropriate;	Requirement	NO	
A.9.3.4.1.9	(9) transition level, if applicable;	Requirement	NO	
A.9.3.4.1.10	(10) other essential operational information;	Requirement	NO	
A.9.3.4.1.11	(11) surface wind direction (in degrees magnetic) and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;	Requirement	NO	
A.9.3.4.1.12	(12) visibility and, when applicable RVR and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;	Requirement	NO	
A.9.3.4.1.13	(13) present weather;	Requirement	NO	
A.9.3.4.1.14	(14) cloud below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;	Requirement	NO	
A.9.3.4.1.15	(15) air temperature;	Requirement	NO	
A.9.3.4.1.16	(16) dew point temperature;	Requirement	NO	
A.9.3.4.1.17	(17) altimeter setting(s);	Requirement	NO	
A.9.3.4.1.18	(18) any available information on significant meteorological phenomena in the climb-out area including wind shear;	Requirement	NO	
A.9.3.4.1.19	(19) trend forecast, when available; and	Requirement	NO	



No.	Text	Type	Applicable to project?	Comments
A.9.3.4.1.20	<i>(20) specific ATIS instructions.</i>	Requirement	NO	
A.10	SECTION 10 - Alerting service	Heading		
A.10.1	SERA.10001 Application	Heading		
A.10.1.1	<i>(a) Alerting service shall be provided by the air traffic services units:</i>	Requirement	NO	
A.10.1.1.1	<i>(1) for all aircraft provided with air traffic control service;</i>	Requirement	NO	
A.10.1.1.2	<i>(2) in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services; and</i>	Requirement	NO	
A.10.1.1.3	<i>(3) to any aircraft known or believed to be the subject of unlawful interference.</i>	Requirement	NO	
A.10.2	SERA.10005 Information to aircraft operating in the vicinity of an aircraft in a state of emergency	Heading		
A.10.2.1	<i>(a) When it has been established by an air traffic services unit that an aircraft is in a state of emergency, other aircraft known to be in the vicinity of the aircraft involved shall, except as provided in (b), be informed of the nature of the emergency as soon as practicable.</i>	Requirement	NO	
A.10.2.2	<i>(b) When an air traffic services unit knows or believes that an aircraft is being subjected to unlawful interference, no reference shall be made in ATS air-ground communications to the nature of the emergency unless it has first been referred to in communications from the aircraft involved and it is certain that such reference will not aggravate the situation.</i>	Requirement	NO	
A.11	SECTION 11 - Interference, emergency contingencies and interception	Heading		
A.11.1	SERA.11001 Unlawful interference	Heading		
A.11.1.1	<i>(a) An aircraft which is being subjected to unlawful interference shall endeavour to set the transponder to Code 7500 and notify the appropriate ATS unit of, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimise conflict with other aircraft.</i>	Requirement	NO	
A.11.1.2	<i>(b) If an aircraft is subjected to unlawful interference, the pilot-in-command shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the competent authority unless considerations aboard the aircraft dictate otherwise.</i>	Requirement	NO	
A.11.2	SERA.11005 Service to aircraft in the event of an emergency	Heading		
A.11.2.1	<i>(a) In the case of an aircraft known or believed to be in a state of emergency, including being subjected to unlawful interference, air traffic services units shall give the aircraft maximum consideration, assistance and priority over other aircraft as may be necessitated by the circumstances.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.11.2.2	<i>(b) When an occurrence of unlawful interference with an aircraft takes place or is suspected, air traffic services units shall attend promptly to requests by the aircraft. Information pertinent to the safe conduct of the flight shall continue to be transmitted and necessary action shall be taken to expedite the conduct of all phases of the flight, especially the safe landing of the aircraft.</i>	Requirement	NO	
A.11.2.3	<i>(c) When an occurrence of unlawful interference with an aircraft takes place or is suspected, air traffic services units shall, in accordance with locally agreed procedures, immediately inform the appropriate authority designated by the State and exchange necessary information with the aircraft operator or its designated representative.</i>	Requirement	NO	
A.11.3	<b>SERA.11010 Strayed or unidentified aircraft</b>	Heading		
A.11.3.1	<b>Strayed or unidentified aircraft</b>	Heading		
A.11.3.1.1	<i>(a) As soon as an air traffic services unit becomes aware of a strayed aircraft it shall take all necessary steps as outlined in (1) and (3) to assist the aircraft and to safeguard its flight.</i>	Requirement	NO	
A.11.3.1.1.1	<i>(1) If the aircraft's position is not known, the air traffic services unit shall:</i>	Requirement	NO	
A.11.3.1.1.1.1	<i>(i) attempt to establish two-way communication with the aircraft, unless such communication already exists;</i>	Requirement	NO	
A.11.3.1.1.1.2	<i>(ii) use all available means to determine its position;</i>	Requirement	NO	
A.11.3.1.1.1.3	<i>(iii) inform other air traffic services units into whose area the aircraft may have strayed or may stray, taking into account all the factors which may have affected the navigation of the aircraft in the circumstances;</i>	Requirement	NO	
A.11.3.1.1.1.4	<i>(iv) inform, in accordance with locally agreed procedures, appropriate military units and provide them with pertinent flight plan and other data concerning strayed aircraft;</i>	Requirement	NO	
A.11.3.1.1.1.5	<i>(v) request from the units referred to in (iii) and (iv) and from other aircraft in flight every assistance in establishing communication with the aircraft and determining its position.</i>	Requirement	NO	
A.11.3.1.1.2	<i>(2) The requirements in (1)(iv) and (1)(v) shall apply also to air traffic services units informed in accordance with (1)(iii).</i>	Requirement	NO	
A.11.3.1.1.3	<i>(3) When the aircraft's position is established, the air traffic services unit shall:</i>	Requirement	NO	
A.11.3.1.1.3.1	<i>(i) advise the aircraft of its position and the corrective action to be taken. This advice shall be immediately provided when the ATS unit is aware that there is a possibility of interception or other hazard to the safety of the aircraft; and</i>	Requirement	NO	
A.11.3.1.1.3.2	<i>(ii) provide, as necessary, other air traffic services units and appropriate military units with relevant information concerning the strayed aircraft and any advice given to that aircraft.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.11.3.1.2	<i>(b) As soon as an air traffic services unit becomes aware of an unidentified aircraft in its area, it shall endeavour to establish the identity of the aircraft whenever this is necessary for the provision of air traffic services or required by the appropriate military authorities in accordance with locally agreed procedures. To this end, the air traffic services unit shall take such of the following steps as are appropriate in the circumstances:</i>	Requirement	NO	
A.11.3.1.2.1	<i>(1) attempt to establish two-way communication with the aircraft;</i>	Requirement	NO	
A.11.3.1.2.2	<i>(2) inquire of other air traffic services units within the flight information region about the flight and request their assistance in establishing two-way communication with the aircraft;</i>	Requirement	NO	
A.11.3.1.2.3	<i>(3) inquire of air traffic services units serving the adjacent flight information regions about the flight and request their assistance in establishing two-way communication with the aircraft;</i>	Requirement	NO	
A.11.3.1.2.4	<i>(4) attempt to obtain information from other aircraft in the area;</i>	Requirement	NO	
A.11.3.1.2.5	<i>(5) the air traffic services unit shall, as necessary, inform the appropriate military unit as soon as the identity of the aircraft has been established.</i>	Requirement	NO	
A.11.3.1.3	<i>(c) In the case of a strayed or unidentified aircraft, the possibility of the aircraft being subject of unlawful interference shall be taken into account. Should the air traffic services unit consider that a strayed or unidentified aircraft may be the subject of unlawful interference, the appropriate authority designated by the State shall immediately be informed, in accordance with locally agreed procedures.</i>	Requirement	NO	
A.11.4	<b>SERA.11014 ACAS resolution advisory (RA)</b>	Heading		
A.11.4.1	<i>(a) ACAS II shall be used during flight, except as provided in the minimum equipment list specified in Commission Regulation (EU) No 965/2012 (1) in a mode that enables RA indications to be produced for the flight crew when undue proximity to another aircraft is detected. This shall not apply if inhibition of RA indication mode (using traffic advisory (TA) indication only or equivalent) is called for by an abnormal procedure or due to performance-limiting conditions.</i>	Requirement	NO	
A.11.4.2	<i>(b) In the event of an ACAS RA, pilots shall:</i>	Requirement	NO	
A.11.4.2.1	<i>(1) respond immediately by following the RA, as indicated, unless doing so would jeopardise the safety of the aircraft;</i>	Requirement	NO	
A.11.4.2.2	<i>(2) follow the RA even if there is a conflict between the RA and an ATC instruction to manoeuvre;</i>	Requirement	NO	
A.11.4.2.3	<i>(3) not manoeuvre in the opposite sense to an RA;</i>	Requirement	NO	
A.11.4.2.4	<i>(4) as soon as possible, as permitted by flight crew workload, notify the appropriate ATC unit of any RA which requires a deviation from the current ATC instruction or clearance;</i>	Requirement	NO	
A.11.4.2.5	<i>(5) promptly comply with any modified RAs;</i>	Requirement	NO	
A.11.4.2.6	<i>(6) limit the alterations of the flight path to the minimum extent necessary to comply with the RAs;</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.11.4.2.7	<i>(7) promptly return to the terms of the ATC instruction or clearance when the conflict is resolved; and</i>	Requirement	NO	
A.11.4.2.8	<i>(8) notify ATC when returning to the current clearance.</i>	Requirement	NO	
A.11.4.3	<i>(c) When a pilot reports an ACAS RA, the controller shall not attempt to modify the aircraft flight path until the pilot reports 'CLEAR OF CONFLICT'.</i>	Requirement	NO	
A.11.4.4	<i>(d) Once an aircraft departs from its ATC clearance or instruction in compliance with an RA, or a pilot reports an RA, the controller ceases to be responsible for providing separation between that aircraft and any other aircraft affected as a direct consequence of the manoeuvre induced by the RA. The controller shall resume responsibility for providing separation to all the affected aircraft when:</i>	Requirement	NO	
A.11.4.4.1	<i>(1) the controller acknowledges a report from the flight crew that the aircraft has resumed the current clearance; or</i>	Requirement	NO	
A.11.4.4.2	<i>(2) the controller acknowledges a report from the flight crew that the aircraft is resuming the current clearance and issues an alternative clearance which is acknowledged by the flight crew.</i>	Requirement	NO	
A.11.5	<b>SERA.11015 Interception</b>	Heading		
A.11.5.1	<i>(a) Except for intercept and escort service provided on request to an aircraft, interception of civil aircraft shall be governed by appropriate regulations and administrative directives issued by Member States in compliance with the Convention on International Civil Aviation, and in particular Article 3(d) under which ICAO Contracting States undertake, when issuing regulations for their State aircraft, to have due regard for the safety of navigation of civil aircraft.</i>	Requirement	NO	
A.11.5.2	<i>(b) The pilot-in-command of a civil aircraft, when intercepted, shall:</i>	Requirement	NO	
A.11.5.2.1	<i>(1) immediately follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Tables S11-1 and S11-2;</i>	Requirement	NO	
A.11.5.2.2	<i>(2) notify, if possible, the appropriate air traffic services unit;</i>	Requirement	NO	
A.11.5.2.3	<i>(3) attempt to establish radio-communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121,5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz;</i>	Requirement	NO	
A.11.5.2.4	<i>(4) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit;</i>	Requirement	NO	
A.11.5.2.5	<i>(5) if equipped with ADS-B or ADS-C, select the appropriate emergency functionality, if available, unless otherwise instructed by the appropriate air traffic services unit.</i>	Requirement	NO	
A.11.5.2.6	Table S11-1	Statement		
A.11.5.2.7	Signals initiated by intercepting aircraft and responses by intercepted aircraft	Statement		

No.	Text	Type	Applicable to project?	Comments
A.11.5.2.8	Table S11-2	Statement		
A.11.5.2.9	Signals initiated by intercepted aircraft and responses by intercepting aircraft	Statement		
A.11.5.3	(c) If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.	Requirement	NO	
A.11.5.4	(d) If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.	Requirement	NO	
A.11.5.5	(e) If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table S11-3 and transmitting each phrase twice:	Requirement	NO	
A.11.5.5.1	Table S11-3	Statement		
A.11.5.6	(f) As soon as an air traffic services unit learns that an aircraft is being intercepted in its area of responsibility, it shall take such of the following steps as are appropriate in the circumstances:	Requirement	NO	
A.11.5.6.1	(1) attempt to establish two-way communication with the intercepted aircraft via any means available, including the emergency radio frequency 121,5 MHz, unless such communication already exists;	Requirement	NO	
A.11.5.6.2	(2) inform the pilot of the intercepted aircraft of the interception;	Requirement	NO	
A.11.5.6.3	(3) establish contact with the intercept control unit maintaining two-way communication with the intercepting aircraft and provide it with available information concerning the aircraft;	Requirement	NO	
A.11.5.6.4	(4) relay messages between the intercepting aircraft or the intercept control unit and the intercepted aircraft, as necessary;	Requirement	NO	
A.11.5.6.5	(5) in close coordination with the intercept control unit take all necessary steps to ensure the safety of the intercepted aircraft;	Requirement	NO	
A.11.5.6.6	(6) inform air traffic services units serving adjacent flight information regions if it appears that the aircraft has strayed from such adjacent flight information regions.	Requirement	NO	
A.11.5.7	(g) As soon as an air traffic services unit learns that an aircraft is being intercepted outside its area of responsibility, it shall take such of the following steps as are appropriate in the circumstances:	Requirement	NO	
A.11.5.7.1	(1) inform the air traffic services unit serving the airspace in which the interception is taking place, providing this unit with available information that will assist in identifying the aircraft and requesting it to take action in accordance with (f);	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.11.5.7.2	<i>(2) relay messages between the intercepted aircraft and the appropriate air traffic services unit, the intercept control unit or the intercepting aircraft.</i>	Requirement	NO	
A.12	SECTION 12 - Services related to meteorology — Aircraft observations and reports by voice communications	Heading		
A.12.1	SERA.12001 Types of aircraft observations	Heading		
A.12.1.1	<i>(a) The following aircraft observations shall be made during any phase of the flight:</i>	Requirement	NO	
A.12.1.1.1	<i>(1) special aircraft observations; and</i>	Requirement	NO	
A.12.1.1.2	<i>(2) other non-routine aircraft observations.</i>	Requirement	NO	
A.12.2	SERA.12005 Special aircraft observations	Heading		
A.12.2.1	<i>(a) Special observations shall be made and reported by all aircraft whenever the following conditions are encountered or observed:</i>	Requirement	NO	
A.12.2.1.1	<i>(1) moderate or severe turbulence; or</i>	Requirement	NO	
A.12.2.1.2	<i>(2) moderate or severe icing; or</i>	Requirement	NO	
A.12.2.1.3	<i>(3) severe mountain wave; or</i>	Requirement	NO	
A.12.2.1.4	<i>(4) thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines; or</i>	Requirement	NO	
A.12.2.1.5	<i>(5) thunderstorms, with hail, that are obscured, embedded, widespread or in squall lines; or</i>	Requirement	NO	
A.12.2.1.6	<i>(6) heavy dust storm or heavy sandstorm; or</i>	Requirement	NO	
A.12.2.1.7	<i>(7) volcanic ash cloud; or</i>	Requirement	NO	
A.12.2.1.8	<i>(8) pre-eruption volcanic activity or a volcanic eruption.</i>	Requirement	NO	
A.12.2.2	<i>(b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.</i>	Requirement	NO	
A.12.3	SERA.12010 Other non-routine aircraft observations	Heading		
A.12.3.1	<i>When other meteorological conditions not listed under SERA.12005 (a), e.g. wind shear, are encountered and which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other aircraft operations, the pilot-in-command shall advise the appropriate air traffic services unit as soon as practicable.</i>	Requirement	NO	
A.12.4	SERA.12015 Reporting of aircraft observations by voice communication	Heading		
A.12.4.1	<i>(a) Aircraft observations shall be reported during flight at the time the observation is made or as soon thereafter as is practicable.</i>	Requirement	NO	
A.12.4.2	<i>(b) Aircraft observations shall be reported as air-reports and shall comply with the technical specifications in Appendix 5.</i>	Requirement	NO	
A.12.5	SERA.12020 Exchange of air-reports	Heading		
A.12.5.1	<i>(a) ATS units shall transmit, as soon as practicable, special and non-routine air-reports to:</i>	Requirement	NO	
A.12.5.1.1	<i>(1) other aircraft concerned;</i>	Requirement	NO	
A.12.5.1.2	<i>(2) the associated meteorological watch office (MWO); and</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
A.12.5.1.3	<i>(3) other ATS units concerned.</i>	Requirement	NO	
A.12.5.2	<i>(b) Transmissions to aircraft shall be repeated at a frequency and continued for a period of time which shall be determined by the ATS unit concerned.</i>	Requirement	NO	
App1	Appendix 1 - Signals	Heading		
App1.1	1. DISTRESS AND URGENCY SIGNALS	Heading		
App1.1.1	1.1. General	Heading		
App1.1.1.1	<i>1.1.1. Notwithstanding the provisions in 1.2 and 1.3, an aircraft in distress shall use any means at its disposal to attract attention, make known its position and obtain help.</i>	Requirement	NO	
App1.1.1.2	<i>1.1.2. The telecommunication transmission procedures for the distress and urgency signals shall be in accordance with Volume II of Annex 10 to the Chicago Convention.</i>	Requirement	NO	
App1.1.2	1.2. Distress signals	Heading		
App1.1.2.1	<i>1.2.1. The following signals, used either together or separately, mean that grave and imminent danger threatens, and immediate assistance is requested:</i>	Requirement	NO	
App1.1.2.1.1	<i>(a) a signal made by radiotelegraphy or by any other signalling method consisting of the group SOS (... — — — ... in the Morse Code);</i>	Requirement	NO	
App1.1.2.1.2	<i>(b) a radiotelephony distress signal consisting of the spoken word MAYDAY;</i>	Requirement	NO	
App1.1.2.1.3	<i>(c) a distress message sent via data link which transmits the intent of the word MAYDAY;</i>	Requirement	NO	
App1.1.2.1.4	<i>(d) rockets or shells throwing red lights, fired one at a time at short intervals;</i>	Requirement	NO	
App1.1.2.1.5	<i>(e) a parachute flare showing a red light;</i>	Requirement	NO	
App1.1.2.1.6	<i>(f) setting of the transponder to Mode A Code 7700.</i>	Requirement	NO	
App1.1.3	1.3. Urgency signals	Heading		
App1.1.3.1	<i>1.3.1. The following signals, used either together or separately, mean that an aircraft wishes to give notice of difficulties which compel it to land without requiring immediate assistance:</i>	Requirement	NO	
App1.1.3.1.1	<i>(a) the repeated switching on and off of the landing lights; or</i>	Requirement	NO	
App1.1.3.1.2	<i>(b) the repeated switching on and off of the navigation lights in such manner as to be distinct from flashing navigation lights.</i>	Requirement	NO	
App1.1.3.2	<i>1.3.2. The following signals, used either together or separately, mean that an aircraft has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle, or of some person on board or within sight:</i>	Requirement	NO	
App1.1.3.2.1	<i>(a) a signal made by radiotelegraphy or by any other signalling method consisting of the group XXX (—... —... —... in the Morse Code);</i>	Requirement	NO	
App1.1.3.2.2	<i>(b) a radiotelephony urgency signal consisting of the spoken words PAN, PAN;</i>	Requirement	NO	
App1.1.3.2.3	<i>(c) an urgency message sent via data link which transmits the intent of the words PAN, PAN.</i>	Requirement	NO	
App1.2	2. VISUAL SIGNALS USED TO WARN AN UNAUTHORISED AIRCRAFT FLYING IN OR ABOUT TO ENTER A RESTRICTED, PROHIBITED OR DANGER AREA	Heading		

No.	Text	Type	Applicable to project?	Comments
App1.2.1	2.1. When visual signals are used to warn unauthorised aircraft flying in or about to enter a restricted, prohibited or danger area by day and by night, a series of projectiles discharged from the ground at intervals of 10 seconds, each showing, on bursting, red and green lights or stars shall indicate to an unauthorised aircraft that it is flying in or about to enter a restricted, prohibited or danger area, and that the aircraft is to take such remedial action as may be necessary.	Requirement	NO	
App1.3	3. SIGNALS FOR AERODROME TRAFFIC	Heading		
App1.3.1	3.1. Light and pyrotechnic signals	Heading		
App1.3.1.1	3.1.1. Instructions	Heading		
App1.3.1.1.1	Table AP 1-1	Statement		
App1.3.1.2	3.1.2. Acknowledgement by an aircraft	Heading		
App1.3.1.2.1	(a) When in flight:	Statement		
App1.3.1.2.1.1	(1) during the hours of daylight:	Statement		
App1.3.1.2.1.1.1	— by rocking the aircraft's wings, except for the base and final legs of the approach;	Statement		
App1.3.1.2.1.2	(2) during the hours of darkness:	Statement		
App1.3.1.2.1.2.1	— by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.	Statement		
App1.3.1.2.2	(b) When on the ground:	Statement		
App1.3.1.2.2.1	(1) during the hours of daylight:	Statement		
App1.3.1.2.2.1.1	— by moving the aircraft's ailerons or rudder;	Statement		
App1.3.1.2.2.2	(2) during the hours of darkness:	Statement		
App1.3.1.2.2.2.1	— by flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.	Statement		
App1.3.2	3.2. Visual ground signals	Heading		
App1.3.2.1	3.2.1. Prohibition of landing	Heading		
App1.3.2.1.1	3.2.1.1. A horizontal red square panel with yellow diagonals (Figure A1-2) when displayed in a signal area indicates that landings are prohibited and that the prohibition is liable to be prolonged.	Statement		
App1.3.2.1.1.1	Image	Statement		
App1.3.2.2	3.2.2. Need for special precautions while approaching or landing	Heading		
App1.3.2.2.1	3.2.2.1. A horizontal red square panel with one yellow diagonal (Figure A1-3) when displayed in a signal area indicates that owing to the bad state of the manoeuvring area, or for any other reason, special precautions must be observed in approaching to land or in landing.	Statement		
App1.3.2.2.1.1	Image	Statement		
App1.3.2.3	3.2.3. Use of runways and taxiways	Heading		



No.	Text	Type	Applicable to project?	Comments
App1.3.2.3.1	3.2.3.1. A horizontal white dumb-bell (Figure A1-4) when displayed in a signal area indicates that aircraft are required to land, take off and taxi on runways and taxiways only.	Statement		
App1.3.2.3.1.1	Image	Statement		
App1.3.2.3.2	3.2.3.2. The same horizontal white dumb-bell as in 3.2.3.1 but with a black bar placed perpendicular to the shaft across each circular portion of the dumb-bell (Figure A1-5) when displayed in a signal area indicates that aircraft are required to land and take off on runways only, but other manoeuvres need not be confined to runways and taxiways.	Statement		
App1.3.2.3.2.1	Image	Statement		
App1.3.2.4	3.2.4. Closed runways or taxiways	Heading		
App1.3.2.4.1	3.2.4.1. Crosses of a single contrasting colour, yellow or white (Figure A1-6), displayed horizontally on runways and taxiways or parts thereof indicate an area unfit for movement of aircraft.	Statement		
App1.3.2.4.1.1	Image	Statement		
App1.3.2.5	3.2.5. Directions for landing or take-off	Heading		
App1.3.2.5.1	3.2.5.1. A horizontal white or orange landing T (Figure A1-7) indicates the direction to be used by aircraft for landing and take-off, which shall be in a direction parallel to the shaft of the T towards the cross arm. When used at night, the landing T shall be either illuminated or outlined in white lights.	Statement		
App1.3.2.5.1.1	Image	Statement		
App1.3.2.5.2	3.2.5.2. A set of two digits (Figure A1-8) displayed vertically at or near the aerodrome control tower indicates to aircraft on the manoeuvring area the direction for take-off, expressed in units of 10 degrees to the nearest 10 degrees of the magnetic compass.	Statement		
App1.3.2.5.2.1	Image	Statement		
App1.3.2.6	3.2.6. Right-hand traffic	Heading		
App1.3.2.6.1	3.2.6.1. When displayed in a signal area, or horizontally at the end of the runway or strip in use, a right-hand arrow of conspicuous colour (Figure A1-9) indicates that turns are to be made to the right before landing and after take-off.	Statement		
App1.3.2.6.1.1	Image	Statement		
App1.3.2.7	3.2.7. Air traffic services reporting office	Heading		
App1.3.2.7.1	3.2.7.1. The letter C displayed vertically in black against a yellow background (Figure A1-10) indicates the location of the air traffic services reporting office.	Statement		
App1.3.2.7.1.1	Image	Statement		
App1.3.2.8	3.2.8. Sailplane flights in operation	Heading		
App1.3.2.8.1	3.2.8.1. A double white cross displayed horizontally (Figure A1-11) in the signal area indicates that the aerodrome is being used by sailplanes and that sailplane flights are being performed.	Statement		
App1.3.2.8.1.1	Image	Statement		

No.	Text	Type	Applicable to project?	Comments
App1.4	4. MARSHALLING SIGNALS	Heading		
App1.4.1	4.1. From a signalman/marshaller to an aircraft	Heading		
App1.4.1.1	4.1.1. <i>The signals for use by the signalman/marshaller, with hands illuminated as necessary to facilitate observation by the pilot, and facing the aircraft in a position shall be:</i>	Requirement	NO	
App1.4.1.1.1	<i>(a) for fixed-wing aircraft, on left side of aircraft, where best seen by the pilot; and</i>	Requirement	NO	
App1.4.1.1.2	<i>(b) for helicopters, where the signalman/marshaller can best be seen by the pilot.</i>	Requirement	NO	
App1.4.1.2	4.1.2. <i>Prior to using the following signals, the signalman/marshaller shall ascertain that the area within which an aircraft is to be guided is clear of objects which the aircraft, in complying with SERA.3301(a), might otherwise strike.</i>	Requirement	NO	
App1.4.2	4.2. From the pilot of an aircraft to a signalman/marshaller	Heading		
App1.4.2.1	4.2.1. <i>These signals shall be used by a pilot in the cockpit with hands plainly visible to the signalman/marshaller, and illuminated as necessary to facilitate observation by the signalman/marshaller.</i>	Requirement	NO	
App1.4.2.1.1	<i>(a) Brakes engaged: raise arm and hand, with fingers extended, horizontally in front of face, then clench fist.</i>	Requirement	NO	
App1.4.2.1.2	<i>(b) Brakes released: raise arm, with fist clenched, horizontally in front of face, then extend fingers.</i>	Requirement	NO	
App1.4.2.1.3	<i>(c) Insert chocks: arms extended, palms outwards, move hands inwards to cross in front of face.</i>	Requirement	NO	
App1.4.2.1.4	<i>(d) Remove chocks: hands crossed in front of face, palms outwards, move arms outwards.</i>	Requirement	NO	
App1.4.2.1.5	<i>(e) Ready to start engine(s): Raise the appropriate number of fingers on one hand indicating the number of the engine to be started.</i>	Requirement	NO	
App1.4.3	4.3. Technical/servicing communication signals	Heading		
App1.4.3.1	4.3.1. <i>Manual signals shall only be used when verbal communication is not possible with respect to technical/servicing communication signals.</i>	Requirement	NO	
App1.4.3.2	4.3.2. <i>Signalmen/marshaller shall ensure that an acknowledgement is received from the flight crew with respect to technical/servicing communication signals.</i>	Requirement	NO	
App1.5	5. STANDARD EMERGENCY HAND SIGNALS	Heading		
App1.5.1	5.1. <i>The following hand signals are established as the minimum required for emergency communication between the ARFF incident commander/ARFF firefighters and the cockpit and/or cabin crews of the incident aircraft. ARFF emergency hand signals should be given from the left front side of the aircraft for the cockpit crew.</i>	Requirement	NO	
App2	Appendix 2 - Unmanned free balloons	Heading		
App2.1	1. CLASSIFICATION OF UNMANNED FREE BALLOONS	Heading		
App2.1.1	1.1. <i>Unmanned free balloons shall be classified as (see Figure AP2-1):</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
App2.1.1.1	<i>(a) light: an unmanned free balloon which carries a payload of one or more packages with a combined mass of less than 4 kg, unless qualifying as a heavy balloon in accordance with (c)(2),(3) or (4); or</i>	Requirement	NO	
App2.1.1.2	<i>(b) medium: an unmanned free balloon which carries a payload of two or more packages with a combined mass of 4 kg or more, but less than 6 kg, unless qualifying as a heavy balloon in accordance with (c)(2), (3) or (4) below; or</i>	Requirement	NO	
App2.1.1.3	<i>(c) heavy: an unmanned free balloon which carries a payload which:</i>	Requirement	NO	
App2.2	<b>2. GENERAL OPERATING RULES</b>	Heading		
App2.2.1	<i>2.1. An unmanned free balloon shall not be operated without authorisation from the State from which the launch is made.</i>	Requirement	NO	
App2.2.2	<i>2.2. An unmanned free balloon, other than a light balloon used exclusively for meteorological purposes and operated in the manner prescribed by the competent authority, shall not be operated across the territory of another State without authorisation from the other State concerned.</i>	Requirement	NO	
App2.2.3	<i>2.3. The authorisation referred to in 2.2 shall be obtained prior to the launching of the balloon if there is reasonable expectation, when planning the operation, that the balloon may drift into airspace over the territory of another State. Such authorisation may be obtained for a series of balloon flights or for a particular type of recurring flight, e.g. atmospheric research balloon flights.</i>	Requirement	NO	
App2.2.4	<i>2.4. An unmanned free balloon shall be operated in accordance with conditions specified by the State of Registry and the State(s) expected to be overflown.</i>	Requirement	NO	
App2.2.5	<i>2.5. An unmanned free balloon shall not be operated in such a manner that impact of the balloon, or any part thereof, including its payload, with the surface of the earth, creates a hazard to persons or property.</i>	Requirement	NO	
App2.2.6	<i>2.6. A heavy unmanned free balloon shall not be operated over the high seas without prior coordination with the ANSP(s).</i>	Requirement	NO	
App2.2.7	Figure AP2-1	Statement		
App2.2.8	Image	Statement		
App2.3	<b>3. OPERATING LIMITATIONS AND EQUIPMENT REQUIREMENTS</b>	Heading		
App2.3.1	<i>3.1. A heavy unmanned free balloon shall not be operated without authorisation from the ANSP(s) at or through any level below 18 000 m (60 000 ft) pressure-altitude at which:</i>	Requirement	NO	
App2.3.1.1	<i>(a) there are clouds or obscuring phenomena of more than four oktas coverage; or</i>	Requirement	NO	
App2.3.1.2	<i>(b) the horizontal visibility is less than 8 km.</i>	Requirement	NO	
App2.3.2	<i>3.2. A heavy or medium unmanned free balloon shall not be released in a manner that will cause it to fly lower than 300 m (1 000 ft) over the congested areas of cities, towns or settlements or an open-air assembly of persons not associated with the operation.</i>	Requirement	NO	
App2.3.3	<i>3.3. A heavy unmanned free balloon shall not be operated unless:</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
App2.3.3.1	<i>(a) it is equipped with at least two payload flight-termination devices or systems, whether automatic or operated by telecommand, that operate independently of each other;</i>	Requirement	NO	
App2.3.3.2	<i>(b) for polyethylene zero-pressure balloons, at least two methods, systems, devices, or combinations thereof, that function independently of each other are employed for terminating the flight of the balloon envelope;</i>	Requirement	NO	
App2.3.3.3	<i>(c) the balloon envelope is equipped with either a radar reflective device(s) or radar reflective material that will present an echo to surface radar operating in the 200 MHz to 2 700 MHz frequency range, and/or the balloon is equipped with such other devices as will permit continuous tracking by the operator beyond the range of ground-based radar.</i>	Requirement	NO	
App2.3.4	3.4. A heavy unmanned free balloon shall not be operated under the following conditions:	Requirement	NO	
App2.3.4.1	<i>(a) in an area where ground-based SSR equipment is in use, unless it is equipped with a secondary surveillance radar transponder, with pressure-altitude reporting capability, which is continuously operating on an assigned code, or which can be turned on when necessary by the tracking station;</i> or	Requirement	NO	
App2.3.4.2	<i>(b) in an area where ground-based ADS-B equipment is in use, unless it is equipped with an ADS-B transmitter, with pressure-altitude reporting capability, which is continuously operating or which can be turned on when necessary by the tracking station.</i>	Requirement	NO	
App2.3.5	3.5. An unmanned free balloon that is equipped with a trailing antenna that requires a force of more than 230 N to break it at any point shall not be operated unless the antenna has coloured pennants or streamers that are attached at not more than 15 m intervals.	Requirement	NO	
App2.3.6	3.6. A heavy unmanned free balloon shall not be operated below 18 000 m (60 000 ft) pressure-altitude at night or during any other period prescribed by the competent authority, unless the balloon and its attachments and payload, whether or not they become separated during the operation, are lighted.	Requirement	NO	
App2.3.7	3.7. A heavy unmanned free balloon that is equipped with a suspension device (other than a highly conspicuously coloured open parachute) more than 15 m long shall not be operated during night below 18 000 m (60 000 ft) pressure-altitude unless the suspension device is coloured in alternate bands of high conspicuity colours or has coloured pennants attached.	Requirement	NO	
App2.4	4. TERMINATION	Heading		
App2.4.1	4.1. The operator of a heavy unmanned free balloon shall activate the appropriate termination devices required by 3.3(a) and (b):	Requirement	NO	
App2.4.1.1	<i>(a) when it becomes known that weather conditions are less than those prescribed for the operation;</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
App2.4.1.2	<i>(b) if a malfunction or any other reason makes further operation hazardous to air traffic or to persons or property on the surface; or</i>	Requirement	NO	
App2.4.1.3	<i>(c) prior to unauthorised entry into the airspace over another State's territory.</i>	Requirement	NO	
App2.5	<b>5. FLIGHT NOTIFICATION</b>	Heading		
App2.5.1	<b>5.1. Pre-flight notification</b>	Heading		
App2.5.1.1	<i>5.1.1. Early notification of the intended flight of an unmanned free balloon in the medium or heavy category shall be made to the appropriate air traffic services unit not less than seven days before the date of the intended flight.</i>	Requirement	NO	
App2.5.1.2	<i>5.1.2. Notification of the intended flight shall include such of the following information as may be required by the appropriate air traffic services unit:</i>	Requirement	NO	
App2.5.1.2.1	<i>(a) balloon flight identification or project code name;</i>	Requirement	NO	
App2.5.1.2.2	<i>(b) balloon classification and description;</i>	Requirement	NO	
App2.5.1.2.3	<i>(c) SSR code, aircraft address or NDB frequency as applicable;</i>	Requirement	NO	
App2.5.1.2.4	<i>(d) operator's name and telephone number;</i>	Requirement	NO	
App2.5.1.2.5	<i>(e) launch site;</i>	Requirement	NO	
App2.5.1.2.6	<i>(f) estimated time of launch (or time of commencement and completion of multiple launches);</i>	Requirement	NO	
App2.5.1.2.7	<i>(g) number of balloons to be launched and the scheduled interval between launches (if multiple launches);</i>	Requirement	NO	
App2.5.1.2.8	<i>(h) expected direction of ascent;</i>	Requirement	NO	
App2.5.1.2.9	<i>(i) cruising level(s) (pressure-altitude);</i>	Requirement	NO	
App2.5.1.2.10	<i>(j) the estimated elapsed time to pass 18 000 m (60 000 ft) pressure-altitude or to reach cruising level if at or below 18 000 m (60 000 ft), together with the estimated location. If the operation consists of continuous launches, the time to be included shall be the estimated time at which the first and the last in the series will reach the appropriate level (e.g. 122136Z–130330Z);</i>	Requirement	NO	
App2.5.1.2.11	<i>(k) the estimated date and time of termination of the flight and the planned location of the impact/recovery area. In the case of balloons carrying out flights of long duration, as a result of which the date and time of termination of the flight and the location of impact cannot be forecast with accuracy, the term 'long duration' shall be used. If there is to be more than one location of impact/recovery, each location shall be listed together with the appropriate estimated time of impact. If there is to be a series of continuous impacts, the time to be included shall be the estimated time of the first and the last in the series (e.g. 070330Z–072300Z).</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
App2.5.1.3	5.1.3. Any changes in the pre-launch information notified in accordance with point 5.1.2 shall be forwarded to the ATS unit concerned not less than 6 hours before the estimated time of launch, or in the case of solar or cosmic disturbance investigations involving a critical time element, not less than 30 minutes before the estimated time of the commencement of the operation.	Requirement	NO	
App2.5.2	<b>5.2. Notification of launch</b>	Heading		
App2.5.2.1	5.2.1. Immediately after a medium or heavy unmanned free balloon is launched the operator shall notify the appropriate air traffic services unit of the following:	Requirement	NO	
App2.5.2.1.1	(a) balloon flight identification;	Requirement	NO	
App2.5.2.1.2	(b) launch site;	Requirement	NO	
App2.5.2.1.3	(c) actual time of launch;	Requirement	NO	
App2.5.2.1.4	(d) estimated time at which 18 000 m (60 000 ft) pressure-altitude will be passed, or the estimated time at which the cruising level will be reached if at or below 18 000 m (60 000 ft), and the estimated location; and	Requirement	NO	
App2.5.2.1.5	(e) any changes to the information previously notified in accordance with 5.1.2(g) and (h).	Requirement	NO	
App2.5.3	<b>5.3. Notification of cancellation</b>	Heading		
App2.5.3.1	5.3.1. The operator shall notify the appropriate air traffic services unit immediately it is known that the intended flight of a medium or heavy unmanned free balloon, previously notified in accordance with paragraph 5.1, has been cancelled.	Requirement	NO	
App2.6	<b>6. POSITION RECORDING AND REPORTS</b>	Heading		
App2.6.1	6.1. The operator of a heavy unmanned free balloon operating at or below 18 000 m (60 000 ft) pressure-altitude shall monitor the flight path of the balloon and forward reports of the balloon's position as requested by air traffic services. Unless air traffic services require reports of the balloon's position at more frequent intervals, the operator shall record the position every 2 hours.	Requirement	NO	
App2.6.2	6.2. The operator of a heavy unmanned free balloon operating above 18 000 m (60 000 ft) pressure-altitude shall monitor the flight progress of the balloon and forward reports of the balloon's position as requested by air traffic services. Unless air traffic services require reports of the balloon's position at more frequent intervals, the operator shall record the position every 24 hours.	Requirement	NO	
App2.6.3	6.3. If a position cannot be recorded in accordance with 6.1 and 6.2, the operator shall immediately notify the appropriate air traffic services unit. This notification shall include the last recorded position. The appropriate air traffic services unit shall be notified immediately when tracking of the balloon is re-established.	Requirement	NO	
App2.6.4	6.4. One hour before the beginning of planned descent of a heavy unmanned free balloon, the operator shall forward to the appropriate ATS unit the following information regarding the balloon:	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
App2.6.4.1	(a) the current geographical position;	Requirement	NO	
App2.6.4.2	(b) the current level (pressure-altitude);	Requirement	NO	
App2.6.4.3	(c) the forecast time of penetration of 18 000 m (60 000 ft) pressure-altitude, if applicable;	Requirement	NO	
App2.6.4.4	(d) the forecast time and location of ground impact.	Requirement	NO	
App2.6.5	6.5. The operator of a heavy or medium unmanned free balloon shall notify the appropriate air traffic services unit when the operation is ended.	Requirement	NO	
App3	Appendix 3 - Table of cruising levels	Heading		
App3.1	1.1. The cruising levels to be observed are as follows:	Statement		
App3.1.1	Table	Statement		
App4	Appendix 4 - ATS airspace classes — services provided and flight requirements	Heading		
App4.1	(SERA.6001 and SERA.5025(b) refers)	Statement		
App4.1.1	Table	Statement		
App5	Appendix 5 - REQUIREMENTS REGARDING SERVICES IN AIR NAVIGATION	Heading		
App5.1	Technical specifications related to aircraft observations and reports by voice communications	Heading		
App5.1.1	1. CONTENTS OF AIR-REPORTS	Heading		
App5.1.1.1	1.1. Special air-reports	Heading		
App5.1.1.1.1	1.1.1. The elements contained in special air-reports shall be:	Requirement	NO	
App5.1.1.1.1.1	Message type designator	Requirement	NO	
App5.1.1.1.1.2	Section 1 (Position information)	Requirement	NO	
App5.1.1.1.1.3	Aircraft identification	Requirement	NO	
App5.1.1.1.1.4	Position or latitude and longitude	Requirement	NO	
App5.1.1.1.1.5	Time	Requirement	NO	
App5.1.1.1.1.6	Level or range of levels	Requirement	NO	
App5.1.1.1.1.7	Section 3 (Meteorological information)	Requirement	NO	
App5.1.1.1.1.8	Condition prompting the issuance of a special air-report, to be selected from the list presented in SERA.12005 (a).	Statement		
App5.1.2	2. SPECIFIC PROVISIONS RELATED TO REPORTING WIND SHEAR AND VOLCANIC ASH	Heading		
App5.1.2.1	2.1. Reporting of wind shear	Heading		
App5.1.2.1.1	2.1.1. When reporting aircraft observations of wind shear encountered during the climb-out and approach phases of flight, the aircraft type shall be included.	Requirement	NO	
App5.1.2.1.2	2.1.2. Where wind shear conditions in the climb-out or approach phases of flight were reported or forecast but not encountered, the pilot-in-command shall advise the appropriate air traffic services unit as soon as practicable unless the pilot-in-command is aware that the appropriate air traffic services unit has already been so advised by a preceding aircraft.	Requirement	NO	
App5.1.2.2	2.2. Post-flight reporting of volcanic activity	Heading		

No.	Text	Type	Applicable to project?	Comments
App5.1.2.2.1	2.2.1. On arrival of a flight at an aerodrome, the completed report of volcanic activity shall be delivered by the aircraft operator or a flight crew member, without delay, to the aerodrome meteorological office, or if such office is not easily accessible to arriving flight crew members, the completed form shall be dealt with in accordance with local arrangements made by the meteorological authority and the aircraft operator.	Requirement	NO	
App5.1.2.2.2	2.2.2. The completed report of volcanic activity received by a meteorological office shall be transmitted without delay to the meteorological watch office responsible for the provision of meteorological watch for the flight information region in which the volcanic activity was observed.	Requirement	NO	
App5.2	Supplement to the ANNEX	Heading		
App5.2.1	List of commonly agreed differences to be notified to ICAO in accordance with Article 5 of this Regulation:	Statement		
App5.2.2	ICAO Annex 2	Statement		
App5.2.3	Differences between this Regulation and the International Standards contained in Annex 2 (10th edition, up to and including Amendment 42) to the Convention on International Civil Aviation	Statement		
App5.2.4	Table	Statement		
App5.2.5	ICAO Annex 11	Statement		
App5.2.6	Differences between this Regulation and the International Standards contained in Annexes 11 (13th edition, up to and including Amendment 47-B) and 3 (17th edition, up to and including Amendment 75) to the Convention on International Civil Aviation.	Statement		
App5.2.7	Table	Statement		



Regulation: Commission Regulation (EU) No 73/2010 of 26 January 2010 laying down requirements on the quality of aeronautical data and aeronautical information for the single European sky

As amended by: Commission Implementing Regulation (EU) No 1029/2014 of 26 September 2014 amending Regulation (EU) No 73/2010 laying down requirements on the quality of aeronautical data and aeronautical information for the single European sky Text

No.	Text	Type	Applicable to project?	Comments
I	CHAPTER I - GENERAL PROVISIONS	Heading		
I.1	Article 1 - Subject matter	Heading		
I.1.1	<i>This Regulation lays down the requirements on the quality of aeronautical data and aeronautical information in terms of accuracy, resolution and integrity.</i>	Statement		
I.2	Article 2 - Scope	Heading		
I.2.1	<i>1. This Regulation shall apply to European air traffic management network (EATMN) systems, their constituents and associated procedures involved in the origination, production, storage, handling, processing, transfer and distribution of aeronautical data and aeronautical information.</i>	Requirement	NO	
I.2.1.1	It shall apply to the following aeronautical data and aeronautical information:	Requirement	YES	
I.2.1.1.1	(a) the integrated aeronautical information package as defined in Article 3(7) made available by Member States, with the exception of aeronautical information circulars;	Requirement	YES	
I.2.1.1.2	(b) electronic obstacle data, or elements thereof, where made available by Member States;	Requirement	YES	
I.2.1.1.3	(c) electronic terrain data, or elements thereof, where made available by Member States;	Requirement	YES	
I.2.1.1.4	(d) aerodrome mapping data, where made available by Member States.	Requirement	YES	
I.2.2	2. This Regulation shall apply to the following parties:	Requirement	YES	
I.2.2.1	<i>(a) air navigation service providers;</i>	Requirement	NO	
I.2.2.2	<i>(b) operators of those aerodromes and heliports, for which instrument flight rules (IFR) or Special-visual flight rules (VFR) procedures have been published in national aeronautical information publications;</i>	Requirement	YES	
I.2.2.3	<i>(c) public or private entities providing, for the purposes of this Regulation:</i>	Requirement	NO	
I.2.2.3.1	<i>(i) services for the origination and provision of survey data;</i>	Requirement	NO	
I.2.2.3.2	<i>(ii) procedure design services;</i>	Requirement	NO	
I.2.2.3.3	<i>(iii) electronic terrain data;</i>	Requirement	NO	
I.2.2.3.4	<i>(iv) electronic obstacle data.</i>	Requirement	NO	
I.2.3	<i>3. This Regulation shall apply up to the moment when the aeronautical data and/or aeronautical information are made available by the aeronautical information service provider to the next intended user.</i>	Requirement	NO	
I.2.3.1	<i>In the case of distribution by physical means, this Regulation shall apply up to the moment when the aeronautical data and/or aeronautical information has been made available to the organisation responsible for providing the physical distribution service.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
1.2.3.2	<i>In the case of automatic distribution through the use of a direct electronic connection between the aeronautical information service provider and the entity receiving the aeronautical data and/or aeronautical information, this Regulation shall apply:</i>	Requirement	NO	
1.2.3.2.1	<i>(a) up to the moment when the next intended user accesses and extracts aeronautical data and/or aeronautical information held by the aeronautical information service provider; or</i>	Requirement	NO	
1.2.3.2.2	<i>(b) up to the moment when the aeronautical data and/or aeronautical information is delivered by the aeronautical information service provider, into the next intended user's system.</i>	Requirement	NO	
1.3	<b>Article 3 - Definitions</b>	Heading		
1.3.1	<i>For the purpose of this Regulation, the definitions in Article 2 of Regulation (EC) No 549/2004 shall apply. The following definitions shall also apply:</i>	Requirement	NO	
1.3.1.1	<i>1. 'aeronautical data' means a representation of aeronautical facts, concepts or instructions in a formalised manner suitable for communication, interpretation or processing;</i>	Statement		
1.3.1.2	<i>2. 'aeronautical information' means information resulting from the assembly, analysis and formatting of aeronautical data;</i>	Statement		
1.3.1.3	<i>3. 'data quality' means a degree or level of confidence that the data provided meets the requirements of the data user in terms of accuracy, resolution and integrity;</i>	Statement		
1.3.1.4	<i>4. 'accuracy' means a degree of conformance between the estimated or measured value and the true value;</i>	Statement		
1.3.1.5	<i>5. 'resolution' means a number of units or digits to which a measured or calculated value is expressed and used;</i>	Statement		
1.3.1.6	<i>6. 'integrity' means a degree of assurance that a data item and its value have not been lost or altered since the data origination or authorised amendment;</i>	Statement		
1.3.1.7	<i>7. 'integrated aeronautical information package' (hereinafter IAIP) means a package in paper, or electronic media, which consists of the following elements:</i>	Statement		
1.3.1.7.1	<i>(a) aeronautical information publications (hereinafter AIP), including amendments;</i>	Statement		
1.3.1.7.2	<i>(b) supplements to the AIP;</i>	Statement		
1.3.1.7.3	<i>(c) the NOTAM, as defined in point 17 and pre-flight information bulletins;</i>	Statement		
1.3.1.7.4	<i>(d) aeronautical information circulars; and</i>	Statement		
1.3.1.7.5	<i>(e) checklists and lists of valid NOTAMs;</i>	Statement		
1.3.1.8	<i>8. 'obstacle data' means data concerning all fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of aircraft or that extend above a defined surface intended to protect aircraft in flight or that stand outside those defined surfaces and that have been assessed as being a hazard to air navigation;</i>	Statement		

No.	Text	Type	Applicable to project?	Comments
I.3.1.9	9. 'terrain data' means data about the surface of the earth containing naturally occurring features such as mountains, hills, ridges, valleys, bodies of water, permanent ice and snow, and excluding obstacles;	Statement		
I.3.1.10	10. 'aerodrome mapping data' means data collected for the purpose of compiling aerodrome mapping information;	Statement		
I.3.1.11	11. 'survey data' means geospatial data that is determined by measurement or survey;	Statement		
I.3.1.12	12. 'procedure design' means the combination of aeronautical data with specific flight instructions to define instrument arrival and/or departure procedures that ensure adequate standards of flight safety;	Statement		
I.3.1.13	13. 'aeronautical information service provider' means the organisation responsible for the provision of an aeronautical information service, certified in accordance with the requirements of Commission Implementing Regulation (EU) No 1035/2011;	Statement		
I.3.1.14	14. 'next intended user' means the entity that receives the aeronautical information from the aeronautical information service provider;	Statement		
I.3.1.15	15. 'direct electronic connection' means a digital connection between computer systems such that data may be transferred between them without manual interaction;	Statement		
I.3.1.16	16. 'data item' means a single attribute of a complete data set, which is allocated a value that defines its current status;	Statement		
I.3.1.17	17. 'NOTAM' means a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations;	Statement		
I.3.1.18	18. 'digital NOTAM' means a data set that contains the information included in a NOTAM in a structured format which can be fully interpreted by an automated computer system without human interpretation;	Statement		
I.3.1.19	19. 'data originator' means an entity responsible for data origination;	Statement		
I.3.1.20	20. 'data origination' means the creation of a new data item with its associated value, the modification of the value of an existing data item or the deletion of an existing data item;	Statement		
I.3.1.21	21. 'period of validity' means the period between the date and time on which aeronautical information is published and the date and time on which the information ceases to be effective;	Statement		
I.3.1.22	22. 'data validation' means the process of ensuring that data meets the requirements for the specified application or intended use;	Statement		
I.3.1.23	23. 'data verification' means the evaluation of the output of an aeronautical data process to ensure correctness and consistency with respect to the inputs and applicable data standards, rules and conventions used in that process;	Statement		

No.	Text	Type	Applicable to project?	Comments
I.3.1.24	'critical data' means data as classified under point (c) of the integrity classification defined in Chapter 1, Section 1.1 of Annex 15 to the Chicago Convention on International Civil Aviation (hereinafter the Chicago Convention);	Statement		
I.3.1.25	25. 'essential data' means data as classified under point (b) of the integrity classification defined in Chapter 1, Section 1.1 of Annex 15 to the Chicago Convention.	Statement		
II	CHAPTER II - INTEROPERABILITY AND PERFORMANCE REQUIREMENTS	Heading		
II.4	Article 4 - Data set	Heading		
II.4.1	The parties referred to in Article 2(2) shall provide aeronautical data and aeronautical information in accordance with the data set specifications described in Annex I.	Requirement	YES	
II.5	Article 5 - Data exchange	Heading		
II.5.1	1. The parties referred to in Article 2(2) shall ensure that the aeronautical data and aeronautical information referred to in the second subparagraph of Article 2(1) are transferred between themselves by direct electronic connection.	Requirement	YES	
II.5.2	2. Air navigation service providers shall ensure that the aeronautical data and aeronautical information referred to in the second subparagraph of Article 2(1) are transferred between themselves in accordance with the data exchange format requirements laid down in Annex II.	Requirement	NO	
II.5.3	3. Member States may exclude digital NOTAM from the data exchange format referred to in paragraph 2.	Statement		
II.5.4	4. Aeronautical information service providers shall ensure that all aeronautical data and aeronautical information within the AIPs, AIP amendments and AIP supplements provided by a Member State are made available to the next intended user, as a minimum:	Requirement	NO	
II.5.4.1	(a) in accordance with the publication requirements identified in the ICAO standards referred to in points 4 and 8 of Annex III;	Requirement	NO	
II.5.4.2	(b) in a way that allows the content and format of the documents to be directly readable on a computer screen; and	Requirement	NO	
II.5.4.3	(c) in accordance with the data exchange format requirements laid down in Annex II.	Requirement	NO	
II.6	Article 6 - Data quality	Heading		
II.6.1	1. Member States shall ensure that air navigation service providers comply with the data quality requirements laid down in Annex IV, Part A.	Requirement	NO	
II.6.2	2. When providing aeronautical data and/or aeronautical information, the parties referred to in Article 2(2) shall comply with the evidence requirements laid down in Annex IV, Part B.	Requirement	YES	
II.6.3	3. When exchanging aeronautical data and/or aeronautical information between themselves, the parties referred to in Article 2(2), shall establish formal arrangements in accordance with the requirements laid down in Annex IV, Part C.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
II.6.4	4. When acting as data originators, the parties referred to in Article 2(2), shall comply with the data origination requirements laid down in Annex IV, Part D.	Requirement	YES	
II.6.5	5. <i>Aeronautical information service providers shall ensure that aeronautical data and aeronautical information provided by data originators not referred to in Article 2(2) are made available to the next intended user with sufficient quality to meet the intended use.</i>	Requirement	NO	
II.6.6	6. When acting as the entity responsible for the official request for a data origination activity, the parties referred to in Article 2(2) shall ensure that:	Requirement	YES	
II.6.6.1	(a) the data are created, modified or deleted in compliance with their instructions;	Requirement	YES	
II.6.6.2	(b) without prejudice to Annex IV, Part C, their data origination instructions contain, as a minimum:	Requirement	YES	
II.6.6.2.1	(i) an unambiguous description of the data that are to be created, modified or deleted;	Requirement	YES	
II.6.6.2.2	(ii) confirmation of the entity to which the data are to be provided;	Requirement	YES	
II.6.6.2.3	(iii) the date and time by which the data are to be provided;	Requirement	YES	
II.6.6.2.4	(iv) the data origination report format to be used by the data originator.	Requirement	YES	
II.6.7	7. The parties referred to in Article 2(2) shall comply with the data process requirements laid down in Annex IV, Part E.	Requirement	YES	
II.6.8	8. The parties referred to in Article 2(2) shall ensure that error reporting, feedback and rectification mechanisms are established and operated in accordance with the requirements laid down in Annex IV, Part F.	Requirement	YES	
II.7	Article 7 - Consistency, timeliness and personnel performance	Heading		
II.7.1	1. <i>Where aeronautical data or aeronautical information is duplicated in the AIP of more than one Member State, the aeronautical information service providers responsible for those AIPs shall establish mechanisms to ensure consistency between the duplicated information.</i>	Requirement	NO	
II.7.2	2. <i>Aeronautical information service providers shall ensure that aeronautical data and aeronautical information items published in the AIP of their Member State are annotated to indicate those that do not meet the data quality requirements laid down in this Regulation.</i>	Requirement	NO	
II.7.3	3. <i>Aeronautical information service providers shall ensure that the most current update cycles applicable to AIP amendments and AIP supplements are made publicly available.</i>	Requirement	NO	
II.7.4	4. The parties referred to in Article 2(2) shall ensure that their personnel responsible for tasks in the provision of aeronautical data or aeronautical information are made aware of and apply:	Requirement	YES	
II.7.4.1	(a) the requirements for AIP amendments, AIP supplements and NOTAM laid down in the ICAO standards referred to in points 5, 6 and 7 of Annex III;	Requirement	YES	
II.7.4.2	(b) the update cycles applicable to the issue of AIP amendments and supplements referred to in point (a) of this paragraph for the areas for which they are providing aeronautical data or aeronautical information.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
II.7.5	5. Without prejudice to Implementing Regulation (EU) No 1035/2011, the parties referred to in Article 2(2) shall ensure that their personnel responsible for tasks in the provision of aeronautical data or aeronautical information are adequately trained, competent and authorised for the job they are required to do.	Requirement	YES	
II.8	Article 8 - Tools and software requirements	Heading		
II.8.1	The parties referred to in Article 2(2) shall ensure that all tools and software used to support the origination, production, storage, handling, processing and transfer of aeronautical data and/or aeronautical information comply with the requirements laid down in Annex V.	Requirement	YES	
II.9	Article 9 - Data protection	Heading		
II.9.1	1. The parties referred to in Article 2(2) shall ensure that aeronautical data and aeronautical information are protected in accordance with the requirements laid down in Annex VI.	Requirement	YES	
II.9.2	2. The parties referred to in Article 2(2) shall ensure that traceability is maintained on each data item during its period of validity and for at least 5 years following the end of that period or until 5 years after the end of the period of validity for any data item calculated or derived from it, whichever is later.	Requirement	YES	
III	CHAPTER III - QUALITY, SAFETY AND SECURITY MANAGEMENT REQUIREMENTS	Heading		
III.10	Article 10 - Management requirements	Heading		
III.10.1	1. Without prejudice to Implementing Regulation (EU) No 1035/2011, the parties referred to in Article 2(2) shall implement and maintain a quality management system covering their aeronautical data and aeronautical information provision activities, in accordance with the requirements laid down in Annex VII, Part A.	Requirement	YES	
III.10.2	2. The parties referred to in Article 2(2) shall ensure that the quality management system referred to in paragraph 1 of this Article defines procedures to meet the safety management objectives laid down in Annex VII, Part B and the security management objectives laid down in Annex VII, Part C.	Requirement	YES	
III.10.3	3. The parties referred to in Article 2(2) shall ensure that any changes to the existing systems referred to in the first subparagraph of Article 2(1) or the introduction of new systems are preceded by a safety assessment, including hazard identification, risk assessment and mitigation, conducted by the parties concerned.	Requirement	YES	
III.10.4	4. During that safety assessment, the requirements referred to in Article 7(3), Annex I, Annex II and points 1 and 2 of Part A of Annex IV shall be considered as safety requirements and shall be taken into consideration, as a minimum.	Requirement	YES	
IV	CHAPTER IV - CONFORMITY ASSESSMENT AND ADDITIONAL REQUIREMENTS	Heading		
IV.11	Article 11 - Conformity or suitability for use of constituents	Heading		

No.	Text	Type	Applicable to project?	Comments
IV.11.1	<i>Before issuing EC declarations of conformity or suitability for use as referred to in Article 5 of Regulation (EC) No 552/2004, manufacturers of constituents of the systems referred to in the first subparagraph of Article 2(1) of this Regulation, or their authorised representatives established in the Union, shall assess the conformity or suitability for use of those constituents in compliance with the requirements laid down in Annex VIII.</i>	Requirement	NO	
IV.12	<b>Article 12 - Verification of systems</b>	Heading		
IV.12.1	<i>1. Air navigation service providers which can demonstrate or have demonstrated that they fulfil the conditions laid down in Annex IX shall conduct a verification of the systems referred to in the first subparagraph of Article 2(1) in accordance with the requirements laid down in Annex X, Part A.</i>	Requirement	NO	
IV.12.2	<i>2. Air navigation service providers which cannot demonstrate that they fulfil the conditions laid down in Annex IX shall subcontract to a notified body a verification of the systems referred to in the first subparagraph of Article 2(1). That verification shall be conducted in accordance with the requirements laid down in Annex X, Part B.</i>	Requirement	NO	
IV.13	<b>Article 13 - Additional requirements</b>	Heading		
IV.13.1	The parties referred to in Article 2(2)(b) and (c) shall:	Requirement	YES	
IV.13.1.1	(a) ensure the security clearance of their personnel responsible for tasks in the origination, production, storage, handling, processing, transfer and distribution of aeronautical data or aeronautical information, as appropriate;	Requirement	YES	
IV.13.1.2	(b) ensure that their personnel responsible for tasks in the provision of aeronautical data or aeronautical information are made duly aware of the requirements laid down in this Regulation;	Requirement	YES	
IV.13.1.3	(c) develop and maintain operations manuals containing the necessary instructions and information to enable their personnel responsible for tasks in the provision of aeronautical data or aeronautical information to apply this Regulation;	Requirement	YES	
IV.13.1.4	(d) ensure that the manuals referred to in point (c) are accessible and kept up to date and that their update and distribution are subject to appropriate quality and documentation configuration management;	Requirement	YES	
IV.13.1.5	(e) ensure that their working methods and operating procedures comply with this Regulation.	Requirement	YES	
V	<b>CHAPTER V - FINAL PROVISIONS</b>	Heading		
V.14	<b>Article 14 - Transitional provisions</b>	Heading		
V.14.1	<i>1. Member States which, prior to the entry into force of this Regulation, have notified a relevant difference to ICAO in accordance with Article 38 of the Chicago Convention, may maintain their national provisions on the subjects listed in Annex XI to this Regulation until 30 June 2014 at the latest.</i>	Requirement	NO	
V.14.2	<i>2. Aeronautical data and aeronautical information published before 1 July 2013 and not amended shall be brought in line with this Regulation by 30 June 2017 at the latest.</i>	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
V.15	Article 15 - Entry into force and application	Heading		
V.15.1	1. This Regulation shall enter into force on the 20th day following its publication in the Official Journal of the European Union.	Requirement	NO	
V.15.1.1	It shall apply from 1 July 2013.	Requirement	NO	
V.15.2	2. By way of derogation from the second subparagraph of paragraph 1, Article 4, Article 5(1), Article 5(2), Article 5(3) and Article 5(4)(c) shall apply from 1 July 2014.	Requirement	NO	
AI	ANNEX I - DATA SET SPECIFICATIONS REFERRED TO IN ARTICLE 4	Heading		
AI.A	PART A - IAIP, aerodrome mapping and electronic obstacle data	Heading		
AI.A.1	1. The aeronautical data and aeronautical information referred to in points (a), (b) and (d) of the second subparagraph of Article 2(1) shall be provided according to a common data set specification which shall:	Requirement	YES	
AI.A.1.1	(a) be documented either:	Requirement	YES	
AI.A.1.1.1	— by using the unified modelling language (UML), specified in the document referred to in point 13 of Annex III, in the form of class diagrams and associated definitions for classes, attributes, associations and lists of values, or	Requirement	YES	
AI.A.1.1.2	— by using a feature catalogue specified in accordance with the ISO standard referred to in point 25 of Annex III;	Requirement	YES	
AI.A.1.2	(b) define, as individual data elements, each aeronautical feature for which the information is requested to be published in accordance with the ICAO standards referred to in point 10 of Annex III and the Eurocae document referred to in point 24 of Annex III;	Requirement	YES	
AI.A.1.3	(c) provide for each attribute the definition of its allowable values in the form of a data type, a range of values or an enumerated list;	Requirement	YES	
AI.A.1.4	(d) include the definition of a temporal model, UTC based, which can express the complete lifecycle of an aeronautical feature:	Requirement	YES	
AI.A.1.4.1	— from the creation date and time to the date and time of permanent withdrawal,	Requirement	YES	
AI.A.1.4.2	— including the permanent changes that create new baselines for that feature;	Requirement	YES	
AI.A.1.5	(e) include the definition of the rules that may constrain the possible values of the feature properties or the temporal variation of these values. This shall include, as a minimum:	Requirement	YES	
AI.A.1.5.1	— constraints that impose accuracy, resolution and integrity for positional (horizontal and vertical) data,	Requirement	YES	
AI.A.1.5.2	— constraints that impose the timeliness of the data;	Requirement	YES	
AI.A.1.6	(f) apply a naming convention for features, attributes and associations, which avoids the use of abbreviations;	Requirement	YES	
AI.A.1.7	(g) base the description of geometrical elements (point, curve, surface) on the ISO standard referred to in point 14 of Annex III;	Requirement	YES	



No.	Text	Type	Applicable to project?	Comments
AI.A.1.8	(h) base the description of the metadata information on the ISO standard referred to in point 15 of Annex III;	Requirement	YES	
AI.A.1.9	(i) include the metadata items listed in Annex I, Part C.	Requirement	YES	
AI.A.2	2. Regarding the ISO standards, the relevant certificate issued by an appropriately accredited organisation, shall be considered as a sufficient means of compliance. The parties referred to in Article 2(2) shall accept the disclosure of the documentation related to the certification to the national supervisory authority upon the latter's request.	Requirement	YES	
AI.B	PART B - Electronic terrain data sets	Heading		
AI.B.1	The electronic terrain data referred to in point (c) of the second subparagraph of Article 2(1) shall:	Requirement	YES	
AI.B.1.1	(a) be provided digitally in accordance with the ICAO standards referred to in points 9, 9a and 12 of Annex III;	Requirement	YES	
AI.B.1.2	(b) include the metadata items listed in Annex I, Part C.	Requirement	YES	
AI.C	PART C - Metadata	Heading		
AI.C.1	The metadata for the data set specifications defined in Part A and Part B shall include the following items, as a minimum:	Requirement	YES	
AI.C.1.1	(a) the data originator of the data;	Requirement	YES	
AI.C.1.2	(b) amendments made to the data;	Requirement	YES	
AI.C.1.3	(c) the persons or organisations that have interacted with the data and when;	Requirement	YES	
AI.C.1.4	(d) details of any validation and verification of the data that has been performed;	Requirement	YES	
AI.C.1.5	(e) effective start date and time of the data;	Requirement	YES	
AI.C.1.6	(f) for geospatial data:	Requirement	YES	
AI.C.1.6.1	— the earth reference model used,	Requirement	YES	
AI.C.1.6.2	— the coordinate system used;	Requirement	YES	
AI.C.1.7	(g) for numerical data:	Requirement	YES	
AI.C.1.7.1	— the statistical accuracy of the measurement or calculation technique used,	Requirement	YES	
AI.C.1.7.2	— the resolution,	Requirement	YES	
AI.C.1.7.3	— the confidence level as required by the ICAO standards referred to in points 1 and 12 of Annex III and in other relevant ICAO standards;	Requirement	YES	
AI.C.1.8	(h) details of any functions applied if data has been subject to conversion/transformation;	Requirement	YES	
AI.C.1.9	(i) details of any limitations on the use of the data.	Requirement	YES	
AI.II	ANNEX II - AERONAUTICAL DATA EXCHANGE FORMAT REQUIREMENTS REFERRED TO IN ARTICLE 5	Heading		
AI.II.A	PART A - IAIP, aerodrome mapping and electronic obstacle data	Heading		

No.	Text	Type	Applicable to project?	Comments
All.A.1	1. The aeronautical data and aeronautical information referred to in points (a), (b) and (d) of the second subparagraph of Article 2(1) shall be formatted in accordance with a common specification, which shall:	Requirement	YES	
All.A.1.1	— use the extensible mark-up language (XML) specification as defined in the ISO standard referred to in Annex III point 17 for data encoding,	Requirement	YES	
All.A.1.2	— be expressed in the form of an XML schema; in addition, a schematron as defined in the ISO standard referred to in point 19 of Annex III may be used for expressing business rules,	Requirement	YES	
All.A.1.3	— enable the exchange of data for both individual features and feature collections,	Requirement	YES	
All.A.1.4	— enable the exchange of baseline information as a result of permanent changes,	Requirement	YES	
All.A.1.5	— be structured in accordance with the features, attributes and associations of the data set definition described in Annex I, Part A; the mapping rules shall be documented,	Requirement	YES	
All.A.1.6	— implement strictly the enumerated lists of values and range of values defined for each attribute in the data set,	Requirement	YES	
All.A.1.7	— comply with the geography mark-up language (GML) specification, as defined in the reference referred to in point 18 of Annex III, for the encoding of geographical information.	Requirement	YES	
All.A.2	2. Regarding the ISO standards, the relevant certificate issued by an appropriately accredited organisation, shall be considered as a sufficient means of compliance. The parties referred to in Article 2(2) shall accept the disclosure of the documentation related to the certification to the national supervisory authority upon the latter's request.	Requirement	YES	
All.B	PART B - Electronic terrain data	Heading		
All.B.1	1. The electronic terrain data referred to in point (c) of the second subparagraph of Article 2(1) shall be provided in a common format compliant with the ISO standards referred to in points 14 to 18 of Annex III.	Requirement	YES	
All.B.2	2. Regarding the ISO standards, the relevant certificate issued by an appropriately accredited organisation, shall be considered as a sufficient means of compliance. The parties referred to in Article 2(2) shall accept the disclosure of the documentation related to the certification to the national supervisory authority upon the latter's request.	Requirement	YES	
All.II	ANNEX III - PROVISIONS REFERRED TO IN ARTICLES AND ANNEXES	Heading		
All.I.1	1. Chapter 3, Section 3.7 (Quality management system) of Annex 15 to the Chicago Convention — Aeronautical Information Services (Fourteenth edition — July 2013, incorporating Amendment No 37).	Statement		
All.I.2	2. Chapter 3, Section 1.2.1 (Horizontal reference system) of Annex 15 to the Chicago Convention — Aeronautical Information Services (Fourteenth edition — July 2013, incorporating Amendment No 37).	Statement		

No.	Text	Type	Applicable to project?	Comments
AIII.3	3. Chapter 3, Section 1.2.2 (Vertical reference system) of Annex 15 to the Chicago Convention — Aeronautical Information Services (Fourteenth edition — July 2013, incorporating Amendment No 37).	Statement		
AIII.4	4. Chapter 4 (Aeronautical Information Publications (AIP)) of Annex 15 to the Chicago Convention — Aeronautical Information Services (Fourteenth edition — July 2013, incorporating Amendment No 37).	Statement		
AIII.5	5. Chapter 4, Section 4.3 (Specifications for AIP Amendments) of Annex 15 to the Chicago Convention — Aeronautical Information Services (Fourteenth edition — July 2013, incorporating Amendment No 37).	Statement		
AIII.6	6. Chapter 4, Section 4.4 (Specifications for AIP Supplements) of Annex 15 to the Chicago Convention — Aeronautical Information Services (Fourteenth edition — July 2013, incorporating Amendment No 37).	Statement		
AIII.7	7. Chapter 5 (NOTAM) of Annex 15 to the Chicago Convention — Aeronautical Information Services (Fourteenth edition — July 2013, incorporating Amendment No 37).	Statement		
AIII.8	8. Chapter 6, Section 6.2 (Provision of information in paper copy form) of Annex 15 to the Chicago Convention — Aeronautical Information Services (Fourteenth edition — July 2013, incorporating Amendment No 37).	Statement		
AIII.9	9. Chapter 10, Section 10.1 (Coverage areas and requirements for data provision) of Annex 15 to the Chicago Convention — Aeronautical Information Services (Fourteenth edition — July 2013, incorporating Amendment No 37).	Statement		
AIII.9a	9a Chapter 10, Section 10.2 (Terrain data set — content, numerical specification and structure) of Annex 15 to the Chicago Convention — Aeronautical Information Services (Fourteenth edition — July 2013, incorporating Amendment No 37)	Statement		
AIII.10	10. Appendix 1 (Contents of Aeronautical Information Publication (AIP)) of Annex 15 to the Chicago Convention — Aeronautical Information Services (Fourteenth edition — July 2013, incorporating Amendment No 37).	Statement		
AIII.11	11. Appendix 7 (Aeronautical data publication resolution and integrity classification) of Annex 15 to the Chicago Convention — Aeronautical Information Services (Fourteenth edition — July 2013, incorporating Amendment No 37).	Statement		
AIII.12	12. Appendix 8 (Terrain and obstacle data requirements) of Annex 15 to the Chicago Convention — Aeronautical Information Services (Fourteenth edition — July 2013, incorporating Amendment No 37).	Statement		
AIII.13	13. Object Management Group Unified Modelling Language (UML) Specification Version 2.1.1.	Statement		
AIII.14	14. International Organisation for Standardisation, ISO 19107:2003 — Geographic information — Spatial schema (Edition 1 — 8.5.2003).	Statement		
AIII.15	15. International Organisation for Standardisation, ISO 19115:2003 — Geographic information — Metadata (Edition 1 — 8.5.2003 [Corrigendum Cor 1:2006 5.7.2006]).	Statement		

No.	Text	Type	Applicable to project?	Comments
AIII.16	16. International Organisation for Standardisation, ISO 19139:2007 — Geographic information — Metadata — XML schema implementation (Edition 1 — 17.4.2007).	Statement		
AIII.17	17. International Organisation for Standardisation, ISO 19118:2011 — Geographic information — Encoding (Edition 2 — 10.10.2011).	Statement		
AIII.18	18. International Organisation for Standardisation, ISO 19136:2007 — Geographic information — Geography Mark-up Language (GML) (Edition 1 — 23.8.2007).	Statement		
AIII.19	19. International Organisation for Standardisation, ISO/IEC 19757-3:2006 — Information technology — Document Schema Definition Languages (DSDL) — Part 3: Rule-based validation — Schematron (Edition 1 — 24.5.2006).	Statement		
AIII.20	20. ICAO Doc 9674-AN/946 — World Geodetic System — 1984 Manual (Second Edition — 2002).	Statement		
AIII.21	21. Chapter 7, Section 7.3.2 (Cyclic redundancy check (CRC) algorithm) of ICAO Doc 9674-AN/946 — World Geodetic System — 1984 (WGS-84) Manual (Second Edition — 2002).	Statement		
AIII.22	22. International Organisation for Standardisation, ISO/IEC 27002:2005 — Information technology — Security techniques — Code of practice for information security management (Edition 1 — 15.6.2005).	Statement		
AIII.23	23. International Organisation for Standardisation, ISO 28000:2007: — Specification for security management systems for the supply chain (Edition 1 — 21.9.2007 under revision, to be replaced by Edition 2 target date 31.1.2008 [At enquiry stage]).	Statement		
AIII.24	24. Eurocae ED-99A, User Requirements for Aerodrome Mapping Information (October 2005).	Statement		
AIII.25	25. International Organisation for Standardisation, ISO 19110:2005 — Geographic information — Methodology for feature cataloguing (Edition 1).	Statement		
AIV	ANNEX IV - DATA QUALITY REQUIREMENTS REFERRED TO IN ARTICLES 6 AND 7	Heading		
AIV.A	PART A - Data quality requirements	Heading		
AIV.A.1	1. Data quality requirements for each data item within the scope of aeronautical data and aeronautical information referred to in the second subparagraph of Article 2(1) shall be as defined by the ICAO standards referred to in Annex III point 11 and other relevant ICAO standards without prejudice to point 2 of this Annex.	Requirement	YES	
AIV.A.2	2. Data quality requirements for a data item within the scope of aeronautical data and aeronautical information referred to in the second subparagraph of Article 2(1) shall be established based on a safety assessment of the intended uses of the data item where:	Requirement	YES	
AIV.A.2.1	(a) a data item is not defined by the ICAO data quality standards referred to in point 11 of Annex III and other relevant ICAO standards; or	Requirement	YES	
AIV.A.2.2	(b) the data quality requirements for a data item are not met by the ICAO data quality standards referred to in point 11 of Annex III and other relevant ICAO standards.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIV.A.3	3. The data quality requirements for the data items referred to in point 2 shall be developed in accordance with a standardised process describing the methodology for the derivation and validation of these requirements prior to publication, taking due account of the potential impact on relevant ICAO provisions.	Requirement	YES	
AIV.A.4	4. Where a data item has more than one intended use, only the most stringent data quality requirements, arising from the safety assessment referred to in point 2, shall be applied to it.	Requirement	YES	
AIV.A.5	5. Data quality requirements shall be defined to cover the following for each data item within the scope of aeronautical data and aeronautical information referred to in the second subparagraph of Article 2(1):	Requirement	YES	
AIV.A.5.1	(a) the accuracy and resolution of the data;	Requirement	YES	
AIV.A.5.2	(b) the integrity level of the data;	Requirement	YES	
AIV.A.5.3	(c) the ability to determine the origin of the data;	Requirement	YES	
AIV.A.5.4	(d) the level of assurance that data is made available to the next intended user prior to its effective start date/time and not deleted before its effective end date/time.	Requirement	YES	
AIV.A.6	6. All of the data items needed to support each application data set and/or a valid subset of the data set shall be defined.	Requirement	YES	
AIV.B	PART B - Evidence requirements	Heading		
AIV.B.1	Arguments and evidence shall be generated to show that:	Requirement	YES	
AIV.B.1.1	(a) accuracy and resolution requirements are complied with at data origination and maintained through to publication to the next intended user, including, whenever the resolution of a data item is reduced or changed, or the data is translated into a different coordinate system or unit of measurement;	Requirement	YES	
AIV.B.1.2	(b) the origin and change history for each data item is recorded and available for audit;	Requirement	YES	
AIV.B.1.3	(c) the aeronautical data or aeronautical information is complete or any missing items are declared;	Requirement	YES	
AIV.B.1.4	(d) all data origination, production, storage, handling, processing, transfer or distribution processes used for each data item are defined and adequate for the assigned level of integrity of the data item;	Requirement	YES	
AIV.B.1.5	(e) data validation and verification processes are adequate for the assigned integrity level of the data item;	Requirement	YES	
AIV.B.1.6	(f) manual or semi-automated data processes are performed by trained and qualified staff, with clearly defined roles and responsibilities that are recorded in the organisation's quality system;	Requirement	YES	
AIV.B.1.7	(g) all tools and/or software used to support or implement the processes are validated as fit for purpose in accordance with Annex V;	Requirement	YES	
AIV.B.1.8	(h) an effective error reporting, measurement and corrective action process is in operation in accordance with Part F.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIV.C	PART C - Formal arrangements	Heading		
AIV.C.1	Formal arrangements shall include the following minimum content:	Requirement	YES	
AIV.C.1.1	(a) the scope of aeronautical data or aeronautical information to be provided;	Requirement	YES	
AIV.C.1.2	(b) the accuracy, resolution and integrity requirements for each data item supplied;	Requirement	YES	
AIV.C.1.3	(c) the required methods for demonstrating that the data provided conforms with the specified requirements;	Requirement	YES	
AIV.C.1.4	(d) the nature of action to be taken in the event of discovery of a data error or inconsistency in any data provided;	Requirement	YES	
AIV.C.1.5	(e) the following minimum criteria for notification of data changes:	Requirement	YES	
AIV.C.1.5.1	— criteria for determining the timeliness of data provision based on the operational or safety significance of the change,	Requirement	YES	
AIV.C.1.5.2	— any prior notice of expected changes,	Requirement	YES	
AIV.C.1.5.3	— the means to be adopted for notification;	Requirement	YES	
AIV.C.1.6	(f) the party responsible for documenting data changes;	Requirement	YES	
AIV.C.1.7	(g) the means to resolve any potential ambiguities caused where different formats are used to exchange aeronautical data or aeronautical information;	Requirement	YES	
AIV.C.1.8	(h) any limitations on the use of data;	Requirement	YES	
AIV.C.1.9	(i) requirements for the production of quality reports by data providers to facilitate verification of data quality by the data users;	Requirement	YES	
AIV.C.1.10	(j) metadata requirements;	Requirement	YES	
AIV.C.1.11	(k) contingency requirements concerning the continuity of data provision.	Requirement	YES	
AIV.D	PART D - Data origination	Heading		
AIV.D.1	1. The surveying of radio navigation aids and the origination of calculated or derived data whose coordinates are published in the AIP shall be carried out in accordance with appropriate standards and at least in accordance with the relevant ICAO provisions referred to in point 20 of Annex III.	Requirement	YES	
AIV.D.2	2. All surveyed data shall be referenced to WGS-84 as specified in the ICAO provisions referred to in point 2 of Annex III.	Requirement	YES	
AIV.D.3	3. A geoid model, sufficient to meet the ICAO provisions referred to in point 3 of Annex III and the aeronautical data and aeronautical information quality requirements laid down in Annex IV, shall be used in order that all vertical data (surveyed, calculated or derived) may be expressed relative to mean sea level via the Earth Gravitational Model 1996. A 'geoid' means the equipotential surface in the gravity field of the Earth, which coincides with the undisturbed mean sea level extended continuously through the continents.	Requirement	YES	
AIV.D.4	4. Surveyed, calculated and derived data shall be maintained throughout the lifetime of each data item.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIV.D.5	5. Survey data categorised as critical or essential data shall be subject to a full initial survey, and thereafter shall be monitored for changes on a yearly basis, as a minimum. Where changes are detected, re-survey of the relevant data shall be undertaken.	Requirement	YES	
AIV.D.6	6. The following electronic survey data capture and storage techniques shall be employed:	Requirement	YES	
AIV.D.6.1	(a) reference point coordinates shall be loaded to the surveying equipment by digital data transfer;	Requirement	YES	
AIV.D.6.2	(b) the measurements in the field shall be stored digitally;	Requirement	YES	
AIV.D.6.3	(c) raw data shall be digitally transferred and loaded into the processing software.	Requirement	YES	
AIV.D.7	7. All survey data categorised as critical data shall be subject to sufficient additional measurement to identify survey errors not detectable by single measurement.	Requirement	YES	
AIV.D.8	8. Aeronautical data and aeronautical information shall be validated and verified prior to use in deriving or calculating other data.	Requirement	YES	
AIV.E	PART E - Data process requirements	Heading		
AIV.E.1	1. Where processes or parts of processes used in the origination, production, storage, handling, processing, transfer and distribution of aeronautical data and aeronautical information are subject to automation they shall be:	Requirement	YES	
AIV.E.1.1	(a) automated to a level commensurate with the context of the data process;	Requirement	YES	
AIV.E.1.2	(b) automated to optimise the allocation and interaction of human and machine to achieve a high degree of safety and quality benefits of the process;	Requirement	YES	
AIV.E.1.3	(c) designed to avoid the introduction of data errors;	Requirement	YES	
AIV.E.1.4	(d) designed to detect errors in received/input data.	Requirement	YES	
AIV.E.2	2. Where aeronautical data and aeronautical information is entered manually, it shall be subject to independent verification to identify any errors that may have been introduced.	Requirement	YES	
AIV.F	PART F - Error reporting and rectification requirements	Heading		
AIV.F.1	The error reporting, measurement and corrective action mechanisms shall ensure that:	Requirement	YES	
AIV.F.1.1	(a) problems identified during aeronautical data and aeronautical information origination, production, storage, handling and processing, or those identified by users after publication, are recorded and reported to the aeronautical information service provider;	Requirement	YES	
AIV.F.1.2	(b) all problems reported with the aeronautical data and aeronautical information are analysed by the aeronautical information service provider and the necessary corrective actions are determined;	Requirement	YES	
AIV.F.1.3	(c) all errors, inconsistencies and anomalies detected in critical and essential aeronautical data and aeronautical information are urgently resolved;	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIV.F.1.4	(d) affected data users are warned of errors by the aeronautical information service provider by the most effective means, taking into account the integrity level of the aeronautical data and aeronautical information and using the notification criteria agreed in the formal arrangements in accordance with Annex IV, Part C point (d);	Requirement	YES	
AIV.F.1.5	(e) error feedback from data users and other aeronautical data and aeronautical information providers is facilitated and encouraged;	Requirement	YES	
AIV.F.1.6	(f) error rates for aeronautical data and aeronautical information are recorded on each occasion that aeronautical data and aeronautical information is transferred between the parties referred to in Article 2(2);	Requirement	YES	
AIV.F.1.7	(g) error rates for those errors detected prior to transfer and those reported after transfer can be identified separately.	Requirement	YES	
AV	ANNEX V - TOOLS AND SOFTWARE REQUIREMENTS REFERRED TO IN ARTICLE 8	Heading		
AV.1	1. Tools used to support or automate aeronautical data and aeronautical information processes shall meet the requirements of points 2 and 3, where the tool:	Requirement	YES	
AV.1.1	— has the potential to create errors in critical or essential data items,	Requirement	YES	
AV.1.2	— is the sole means of detecting errors in critical or essential data items,	Requirement	YES	
AV.1.3	— is the sole means of detecting discrepancies between multiple versions of manually entered data.	Requirement	YES	
AV.2	2. For the tools referred to in point 1, performance, functionality and integrity level requirements shall be defined to ensure that the tool performs its function within the data process without adversely impacting the quality of aeronautical data or aeronautical information.	Requirement	YES	
AV.3	3. The tools referred to in point 1 shall be validated and verified against the requirements referred to in point 2.	Requirement	YES	
AV.4	4. The tools referred to in point 1, which are implemented fully or partially in software, shall satisfy the following additional requirements:	Requirement	YES	
AV.4.1	— the software requirements shall correctly state what is required by the software in order to satisfy the tool requirements,	Requirement	YES	
AV.4.2	— all software requirements shall be traceable to the tool requirements referred to in point 2,	Requirement	YES	
AV.4.3	— the validation and verification of software, as defined in points 5 and 6 respectively, shall be applied to a known executable version of the software in its target operating environment.	Requirement	YES	
AV.5	5. The validation of software means the process of ensuring that software meets the requirements for the specified application or intended use of the aeronautical data or aeronautical information.	Requirement	YES	



No.	Text	Type	Applicable to project?	Comments
AV.6	6. The verification of software means the evaluation of the output of an aeronautical data and/or aeronautical information software development process to ensure correctness and consistency with respect to the inputs and applicable software standards, rules and conventions used in that process.	Requirement	YES	
AVI	ANNEX VI - DATA PROTECTION REQUIREMENTS REFERRED TO IN ARTICLE 9	Heading		
AVI.1	1. All data transferred in an electronic format shall be protected against loss or alteration of data by the application of the CRC32Q algorithm as referred to in point 21 of Annex III. The cyclic redundancy check (hereinafter CRC) value shall be applied before the final verification of the data prior to storage or transfer.	Requirement	YES	
AVI.2	2. Where the physical size of data exceeds that which may be protected at the required level of integrity by a single CRC, multiple CRC values shall be used.	Requirement	YES	
AVI.3	3. Aeronautical data and aeronautical information shall be given an appropriate level of security protection during storage and when exchanged between the parties referred to in Article 2(2), to ensure that the data cannot be accidentally changed or subjected to unauthorised access and/or alteration at any stage.	Requirement	YES	
AVI.4	4. The storage and transfer of aeronautical data and aeronautical information shall be protected by a suitable authentication process such that recipients are able to confirm that the data or information has been transmitted by an authorised source.	Requirement	YES	
AVII	ANNEX VII - QUALITY, SAFETY AND SECURITY MANAGEMENT REQUIREMENTS REFERRED TO IN ARTICLE 10	Heading		
AVII.A	PART A - Quality management system	Heading		
AVII.A.1	1. A quality management system supporting the origination, production, storage, handling, processing, transfer and distribution of aeronautical data and aeronautical information shall:	Requirement	YES	
AVII.A.1.1	— define the quality policy in such a way as to meet the needs of different users as closely as possible,	Requirement	YES	
AVII.A.1.2	— set up a quality assurance programme that contains procedures designed to verify that all operations are being conducted in accordance with applicable requirements, standards and procedures, including the relevant requirements of this Regulation,	Requirement	YES	
AVII.A.1.3	— provide evidence of the functioning of the quality system by means of manuals and monitoring documents,	Requirement	YES	
AVII.A.1.4	— appoint management representatives to monitor compliance with, and adequacy of, procedures to ensure safe and efficient operational practices,	Requirement	YES	
AVII.A.1.5	— perform reviews of the quality system in place and take remedial actions, as appropriate.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AVII.A.2	2. An EN ISO 9001 certificate, issued by an appropriately accredited organisation, shall be considered as a sufficient means of compliance to the requirements of point 1. The parties referred to in Article 2(2) shall accept the disclosure of the documentation related to the certification to the national supervisory authority upon the latter's request.	Requirement	YES	
AVII.B	PART B - Safety management objectives	Heading		
AVII.B.1	1. The safety management objectives shall be:	Requirement	YES	
AVII.B.1.1	— to minimise the contribution to the risk of an aircraft accident arising from data errors as far as reasonably practicable,	Requirement	YES	
AVII.B.1.2	— to promote awareness of safety around the organisation by sharing lessons arising from safety activities and by involving all staff to propose solutions to identified safety issues and improvements to assist the effectiveness and efficiency of the processes,	Requirement	YES	
AVII.B.1.3	— to ensure that a function is identified within the organisation being responsible for development and maintenance of the safety management objectives,	Requirement	YES	
AVII.B.1.4	— to ensure that records are kept and monitoring is carried out to provide safety assurance of their activities,	Requirement	YES	
AVII.B.1.5	— to ensure improvements are recommended, where needed, to provide assurance of the safety of activities.	Requirement	YES	
AVII.B.2	2. The achievement of the safety management objectives shall be afforded the highest priority over commercial, operational, environmental or social pressures.	Requirement	YES	
AVII.C	PART C - Security management objectives	Heading		
AVII.C.1	1. The security management objectives shall be:	Requirement	YES	
AVII.C.1.1	— to ensure the security of aeronautical data aeronautical information received, produced or otherwise employed so that it is protected from interference and access to it is restricted only to those authorised,	Requirement	YES	
AVII.C.1.2	— to ensure that the security management measures of an organisation meet appropriate national or international requirements for critical infrastructure and business continuity, and international standards for security management, including the ISO standards referred to in points 22 and 23 of Annex III.	Requirement	YES	
AVII.C.2	2. Regarding the ISO standards, the relevant certificate issued by an appropriately accredited organisation, shall be considered as a sufficient means of compliance. The parties referred to in Article 2(2) shall accept the disclosure of the documentation related to the certification to the national supervisory authority upon the latter's request.	Requirement	YES	
AVIII	ANNEX VIII - Requirements for the assessment of the conformity or suitability for use of constituents referred to in Article 11	Heading		

No.	Text	Type	Applicable to project?	Comments
AVIII.1	1. The verification activities shall demonstrate the conformity of constituents with the interoperability, performance, quality and safety requirements of this Regulation, or their suitability for use whilst these constituents are in operation in the test environment.	Requirement	NO	
AVIII.2	2. The manufacturer, or its authorised representative established in the Union, shall manage the conformity assessment activities and shall in particular:	Requirement	NO	
AVIII.2.1	— determine the appropriate test environment,	Requirement	NO	
AVIII.2.2	— verify that the test plan describes the constituents in the test environment,	Requirement	NO	
AVIII.2.3	— verify that the test plan provides full coverage of applicable requirements,	Requirement	NO	
AVIII.2.4	— ensure the consistency and quality of the technical documentation and the test plan,	Requirement	NO	
AVIII.2.5	— plan the test organisation, staff, installation and configuration of test platform,	Requirement	NO	
AVIII.2.6	— perform the inspections and tests as specified in the test plan,	Requirement	NO	
AVIII.2.7	— write the report presenting the results of inspections and tests.	Requirement	NO	
AVIII.3	3. The manufacturer, or its authorised representative established in the Union, shall ensure that the constituents involved in the origination, production, storage, handling, processing, transfer and distribution of aeronautical data and aeronautical information integrated in the test environment meet the interoperability, performance, quality and safety requirements of this Regulation.	Requirement	NO	
AVIII.4	4. Upon satisfying completion of verification of conformity or suitability for use, the manufacturer, or its authorised representative established in the Union, shall under its responsibility draw up the EC declaration of conformity or suitability for use, specifying notably the requirements of this Regulation met by the constituent and its associated conditions of use in accordance with point 3 of Annex III to Regulation (EC) No 552/2004.	Requirement	NO	
AIX	<b>ANNEX IX - CONDITIONS REFERRED TO IN ARTICLE 12</b>	Heading		
AIX.1	1. The air navigation service provider must have in place reporting methods within the organisation that ensure and demonstrate impartiality and independence of judgement in relation to the verification activities.	Requirement	NO	
AIX.2	2. The air navigation service provider must ensure that the personnel involved in verification processes carry out the checks with the greatest possible professional integrity and the greatest possible technical competence, and are free of any pressure and incentive, in particular of a financial type, which could affect their judgment or the results of their checks, in particular from persons or groups of persons affected by the results of the checks.	Requirement	NO	
AIX.3	3. The air navigation service provider must ensure that the personnel involved in verification processes, have access to the equipment that enables them to properly perform the required checks.	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AIX.4	4. The air navigation service provider must ensure that the personnel involved in verification processes, have sound technical and vocational training, satisfactory knowledge of the requirements of the verifications they have to carry out, adequate experience of such operations, and the ability required to draw up the declarations, records and reports to demonstrate that the verifications have been carried out.	Requirement	NO	
AIX.5	5. The air navigation service provider must ensure that the personnel involved in verification processes, are able to perform their checks with impartiality. Their remuneration shall not depend on the number of checks carried out, or on the results of such checks.	Requirement	NO	
AX	ANNEX X	Heading		
AX.A	PART A - Requirements for the verification of systems referred to in Article 12(1)	Heading		
AX.A.1	1. The verification of systems identified in the first subparagraph of Article 2(1) shall demonstrate the conformity of these systems with the interoperability, performance and safety requirements of this Regulation in an assessment environment that reflects the operational context of these systems.	Requirement	NO	
AX.A.2	2. The verification of systems identified in the first subparagraph of Article 2(1) shall be conducted in accordance with appropriate and recognised testing practices.	Requirement	NO	
AX.A.3	3. Test tools used for the verification of systems identified in the first subparagraph of Article 2(1) shall have appropriate functionalities.	Requirement	NO	
AX.A.4	4. The verification of systems identified in the first subparagraph of Article 2(1) shall produce the elements of the technical file required by point 3 of Annex IV to Regulation (EC) No 552/2004 including the following elements:	Requirement	NO	
AX.A.4.1	— description of the implementation,	Requirement	NO	
AX.A.4.2	— the report of inspections and tests achieved before putting the system into service.	Requirement	NO	
AX.A.5	5. The air navigation service provider shall manage the verification activities and shall in particular:	Requirement	NO	
AX.A.5.1	— determine the appropriate simulated operational and technical environment reflecting the operational environment,	Requirement	NO	
AX.A.5.2	— verify that the test plan describes the integration of systems identified in the first subparagraph of Article 2(1) in an operational and technical assessment environment,	Requirement	NO	
AX.A.5.3	— verify that the test plan provides full coverage of the applicable interoperability, performance and safety requirements of this Regulation,	Requirement	NO	
AX.A.5.4	— ensure the consistency and quality of the technical documentation and the test plan,	Requirement	NO	
AX.A.5.5	— plan the test organisation, staff, installation and configuration of the test platform,	Requirement	NO	
AX.A.5.6	— perform the inspections and tests as specified in the test plan,	Requirement	NO	
AX.A.5.7	— write the report presenting the results of inspections and tests.	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AX.A.6	6. The air navigation service provider shall ensure that the systems identified in the first subparagraph of Article 2(1) under its responsibility meet the interoperability, performance and safety requirements of this Regulation.	Requirement	NO	
AX.A.7	7. Upon satisfying completion of verification of conformity, air navigation service providers shall draw up the EC declaration of verification of system and submit it to the national supervisory authority together with the technical file as required by Article 6 of Regulation (EC) No 552/2004.	Requirement	NO	
AX.B	<b>PART B - Requirements for the verification of systems referred to in Article 12(2)</b>	Heading		
AX.B.1	1. The verification of systems identified in the first subparagraph of Article 2(1) shall demonstrate the conformity of these systems with the interoperability, performance and safety requirements of this Regulation in an assessment environment that reflects the operational context of these systems.	Requirement	NO	
AX.B.2	2. The verification of systems identified in the first subparagraph of Article 2(1) shall be conducted in accordance with appropriate and recognised testing practices.	Requirement	NO	
AX.B.3	3. Test tools used for the verification of systems identified in the first subparagraph of Article 2(1) shall have appropriate functionalities.	Requirement	NO	
AX.B.4	4. The verification of systems identified in the first subparagraph of Article 2(1) shall produce the elements of the technical file required by point 3 of Annex IV to Regulation (EC) No 552/2004 including the following elements:	Requirement	NO	
AX.B.4.1	— description of the implementation,	Requirement	NO	
AX.B.4.2	— the report of inspections and tests achieved before putting the system into service.	Requirement	NO	
AX.B.5	5. The air navigation service provider shall determine the appropriate operational and technical assessment environment reflecting the operational environment and shall have verification activities performed by a notified body.	Requirement	NO	
AX.B.6	6. The notified body shall manage the verification activities and shall in particular:	Requirement	NO	
AX.B.6.1	— verify that the test plan describes the integration of systems identified in the first subparagraph of Article 2(1) in an operational and technical assessment environment,	Requirement	NO	
AX.B.6.2	— verify that the test plan provides full coverage of the applicable interoperability, performance and safety requirements of this Regulation,	Requirement	NO	
AX.B.6.3	— ensure the consistency and quality of the technical documentation and the test plan,	Requirement	NO	
AX.B.6.4	— plan the test organisation, staff, installation and configuration of the test platform,	Requirement	NO	
AX.B.6.5	— perform the inspections and tests as specified in the test plan,	Requirement	NO	
AX.B.6.6	— write the report presenting the results of inspections and tests.	Requirement	NO	
AX.B.7	7. The notified body shall ensure that the systems identified in the first subparagraph of Article 2(1) operated in an operational assessment environment meet the interoperability, performance and safety requirements of this Regulation.	Requirement	NO	
AX.B.8	8. Upon satisfying completion of verification tasks, the notified body shall draw up a certificate of conformity in relation to the tasks it carried out.	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
AX.B.9	<i>9. Then the air navigation service provider shall draw up the EC declaration of verification of system and submit it to the national supervisory authority together with the technical file as required by Article 6 of Regulation (EC) No 552/2004.</i>	<i>Requirement</i>	<i>NO</i>	
AXI	<b>ANNEX XI - ICAO DIFFERENCES REFERRED TO IN ARTICLE 14</b>	<b>Heading</b>		
AXI.1	<i>Chapter 3, Section 3.5.2 (Cyclic redundancy check) of Annex 15 to the Chicago Convention — Aeronautical Information Services. (Fourteenth edition — July 2013, incorporating Amendment No 37).</i>	<i>Statement</i>		

Regulation: Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council

As amended by: -

No.	Text	Type	Applicable to project?	Comments
1	Article 1 - Subject matter and scope	Heading		
1.1	1. This Regulation lays down detailed rules on:	Statement		
1.1.1	(a) the conditions for establishing and notifying to the applicant the certification basis applicable to an aerodrome as set out in Annexes II and III;	Statement		
1.1.2	(b) the conditions for issuing, maintaining, amending, limiting, suspending or revoking certificates for aerodromes, and certificates for organisations responsible for the operation of aerodromes, including operating limitations related to the specific design of the aerodrome as set out in Annexes II and III;	Statement		
1.1.3	(c) the conditions for operating an aerodrome in compliance with the essential requirements set out in Annex Va and, if applicable, Annex Vb to Regulation (EC) No 216/2008 as set out in Annex IV;	Statement		
1.1.4	(d) the responsibilities of the holders of certificates as set out in Annex III;	Statement		
1.1.5	(e) the conditions for the acceptance and for the conversion of existing aerodrome certificates issued by Member States;	Statement		
1.1.6	(f) the conditions for the decision not to permit exemptions referred to in Article 4(3b) of Regulation (EC) No 216/2008, including criteria for cargo aerodromes, the notification of exempted aerodromes and for the review of granted exemptions;	Statement		
1.1.7	(g) the conditions under which operations shall be prohibited, limited or subject to certain conditions in the interest of safety as set out in Annex III;	Statement		
1.1.8	(h) certain conditions and procedures for the declaration by and for the oversight of apron management service providers referred to in paragraph 2(e) of Article 8a of Regulation (EC) No 216/2008 as set out in Annexes II and III.	Statement		
1.2	2. Competent Authorities involved in the certification and oversight of aerodromes, aerodrome operators and apron management service providers shall comply with the requirements laid down in Annex II.	Requirement	NO	
1.3	3. Aerodrome operators and providers of apron management services shall comply with the requirements laid down in Annex III.	Requirement	YES	
1.4	4. Aerodrome operators shall comply with the requirements laid down in Annex IV.	Requirement	YES	
2	Article 2 - Definitions	Heading		
1	For the purpose of this Regulation, the following definitions shall apply:	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
1.1	<i>(1) 'aerodrome' means a defined area (including any buildings, installations and equipment) on land or water or on a fixed, fixed offshore or floating structure intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;</i>	Statement		
1.2	<i>(2) 'aeroplane' means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;</i>	Statement		
1.3	<i>(3) 'aircraft' means a machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface;</i>	Statement		
1.4	<i>(4) 'apron' means a defined area intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance;</i>	Statement		
1.5	<i>(5) 'apron management service' means a service provided to manage the activities and the movement of aircraft and vehicles on an apron;</i>	Statement		
1.6	<i>(6) 'audit' means a systematic, independent and documented process for obtaining evidence and evaluating it objectively to determine the extent to which requirements are complied with;</i>	Statement		
1.7	<i>(7) 'certification specifications' mean technical standards adopted by the Agency indicating means to show compliance with Regulation (EC) No 216/2008 and its Implementing Rules and which can be used by an organisation for the purpose of certification;</i>	Statement		
1.8	<i>(8) 'Competent Authority' means an authority designated within each Member State with the necessary powers and responsibilities for the certification and oversight of aerodromes, as well as personnel and organisations involved therein;</i>	Statement		
1.9	<i>(9) 'continuing oversight' means the tasks which are conducted for the implementation of the oversight programme at any time by the Competent Authority to verify that the conditions under which a certificate has been granted continue to be fulfilled during its period of validity;</i>	Statement		
1.10	<i>(10) 'Deviation Acceptance and Action Document' (DAAD) means a document established by the Competent Authority to compile evidence provided to justify the acceptance of deviations from the certification specifications issued by the Agency;</i>	Statement		
1.11	<i>(11) 'inspection' means an independent evaluation by observation and judgement accompanied as appropriate by measurement, testing or gauging, in order to verify compliance with applicable requirements;</i>	Statement		
1.12	<i>(12) 'movement' means either a take-off or landing;</i>	Statement		
1.13	<i>(13) 'obstacle' means all fixed (whether temporary or permanent) and mobile objects, or parts thereof, that:</i>	Statement		
1.13.1	<i>— are located on an area intended for the surface movement of aircraft, or</i>	Statement		
1.13.2	<i>— extend above a defined surface intended to protect aircraft in flight, or</i>	Statement		



No.	Text	Type	Applicable to project?	Comments
1.13.3	— stand outside those defined surfaces and that have been assessed as being a hazard to air navigation;	Statement		
1.14	(14) 'obstacle limitation surface' means a surface that defines the limits to which objects may project into the airspace;	Statement		
1.15	(15) 'obstacle protection surface' means a surface established for visual approach slope indicator system above which objects or extensions of existing objects shall not be permitted except when, in the opinion of the appropriate authority, the new object or extension would be shielded by an existing immovable object.	Statement		
3	Article 3 - Oversight of aerodromes	Heading		
3.1	1. Member States shall designate one or more entities as the Competent Authority(ies) within that Member State with the necessary powers and responsibilities for the certification and oversight of aerodromes, as well as personnel and organisations involved therein.	Requirement	NO	
3.2	2. The Competent Authority shall be independent from aerodrome operators and providers of apron management services. This independence shall be achieved through separation, at functional level at least, between the Competent Authority and these aerodrome operators and providers of apron management services. Member States shall ensure that Competent Authorities exercise their powers impartially and transparently.	Requirement	NO	
3.3	3. If a Member State designates more than one entity as Competent Authority the following conditions shall be fulfilled:	Requirement	NO	
3.3.1	(a) each Competent Authority shall be responsible for specifically defined tasks and a determined geographic area; and	Requirement	NO	
3.3.2	(b) coordination shall be established between these Authorities in order to ensure effective oversight of all aerodromes and aerodrome operators, as well as providers of apron management services.	Requirement	NO	
3.4	4. Member States shall ensure that the Competent Authority(ies) has(ve) the necessary capabilities and resources to fulfil their requirements under this Regulation.	Requirement	NO	
3.5	5. Member States shall ensure that Competent Authorities' personnel do not perform oversight activities when there is evidence that this could result directly or indirectly in a conflict of interest, in particular when relating to family or financial interest.	Requirement	NO	
3.6	6. Personnel authorised by the Competent Authority to carry out certification and/or oversight tasks shall be empowered to perform at least the following tasks:	Requirement	NO	
3.6.1	(a) examine the records, data, procedures and any other material relevant to the execution of the certification and/or oversight task;	Requirement	NO	
3.6.2	(b) take away copies of or extracts from such records, data, procedures and other material;	Requirement	NO	
3.6.3	(c) ask for an oral explanation on-site;	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
3.6.4	<i>(d) enter aerodromes, relevant premises, operating sites or other relevant areas and means of transport;</i>	Requirement	NO	
3.6.5	<i>(e) perform audits, investigations, tests, exercises, assessments and inspections;</i>	Requirement	NO	
3.6.6	<i>(f) take or initiate enforcement measures as appropriate.</i>	Requirement	NO	
3.7	<i>7. The tasks in paragraph 6 shall be carried out in compliance with the national legislation of the Member States.</i>	Requirement	NO	
4	<b>Article 4 - Information to the European Aviation Safety Agency</b>	Heading		
4.1	<i>Within three months after the entry into force of this Regulation the Member States shall inform the European Aviation Safety Agency ('the Agency') of the names, locations, ICAO airport codes of the aerodromes and the names of aerodrome operators, as well as the number of passengers and cargo movements of the aerodromes to which the provisions of Regulation (EC) No 216/2008 and this Regulation apply.</i>	Requirement	NO	
5	<b>Article 5 - Exemptions</b>	Heading		
5.1	<i>1. The Member State shall notify the Agency about their decision to grant an exemption in accordance with Article 4(3b) of Regulation (EC) No 216/2008, within one month following the decision being taken. The information transmitted to the Agency shall include the list of aerodromes concerned, the name of the aerodrome operator and the number of passengers and cargo movements of the aerodrome of the relevant year.</i>	Requirement	NO	
5.2	<i>2. The Member State shall on an annual basis examine the traffic figures of an exempted aerodrome. If the traffic figures at such an aerodrome have exceeded those provided for in Article 4(3b) of Regulation (EC) No 216/2008 over the last three consecutive years they shall inform the Agency and revoke the exemption.</i>	Requirement	NO	
5.3	<i>3. The Commission may at any time decide not to permit an exemption in the following cases:</i>	Statement		
5.3.1	<i>(a) the general safety objectives of Regulation (EC) No 216/2008 are not met;</i>	Statement		
5.3.2	<i>(b) the relevant passenger and cargo traffic figures have been exceeded over the last three consecutive years;</i>	Statement		
5.3.3	<i>(c) where the exemption does not comply with any other relevant EU legislation.</i>	Statement		
5.4	<i>4. Where the Commission decided that exemption is not allowed, the Member State concerned shall revoke the exemption.</i>	Requirement	NO	
6	<b>Article 6 - Conversion of certificates</b>	Heading		
6.1	<i>1. Certificates issued by the Competent Authority prior to 31 December 2014 on the basis of national legislations shall remain valid until they are issued in accordance with this Article, or if no such certificates are issued, 31 December 2017.</i>	Requirement	NO	
6.2	<i>2. Before the end of the period specified in paragraph 1, the Competent Authority shall issue certificates for the aerodromes and aerodrome operators concerned, if the following conditions are met:</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
6.2.1	<i>(a) the certification basis referred to in Annex II has been established using the certification specifications issued by the Agency, including any cases of equivalent level of safety and special conditions which have been identified and documented;</i>	Requirement	NO	
6.2.2	<i>(b) the certificate holder has demonstrated compliance with the certification specifications which are different from the national requirements on which the existing certificate was issued;</i>	Requirement	NO	
6.2.3	<i>(c) the certificate holder has demonstrated compliance with those requirements of Regulation (EC) No 216/2008 and its Implementing Rules which are applicable to its organisation and its operation and which are different from the national requirements on which the existing certificate was issued.</i>	Requirement	NO	
6.3	3. <i>By way of derogation from paragraph 2 point (b), the Competent Authority may decide to waiver demonstration of compliance if it considers that this demonstration creates an excessive or disproportionate effort.</i>	Statement		
6.4	4. <i>The Competent Authority shall keep records, for a minimum period of five years, of the documents related to the conversion of certificates procedure.</i>	Requirement	NO	
7	<b>Article 7 - Deviations from certification specifications</b>	Heading		
7.1	1. <i>The Competent Authority may, until 31 December 2024, accept applications for a certificate including deviations from the certification specifications issued by the Agency, if the following conditions are met:</i>	Statement		
7.1.1	<i>(a) the deviations do not qualify as an equivalent level of safety case under ADR.AR.C.020, nor qualify as a case of special condition under ADR.AR.C.025 of Annex II to this Regulation;</i>	Statement		
7.1.2	<i>(b) the deviations existed prior to the entry into force of this Regulation;</i>	Statement		
7.1.3	<i>(c) the essential requirements of Annex Va to Regulation (EC) No 216/2008 are respected by the deviations, supplemented by mitigating measures and corrective actions as appropriate;</i>	Statement		
7.1.4	<i>(d) a supporting safety assessment for each deviation has been completed.</i>	Statement		
7.2	2. <i>The Competent Authority shall compile the evidence supporting the fulfilment of the conditions referred to in paragraph 1 in a Deviation Acceptance and Action Document (DAAD). The DAAD shall be attached to the certificate. The Competent Authority shall specify the period of validity of the DAAD.</i>	Requirement	NO	
7.3	3. <i>The aerodrome operator and the Competent Authority shall verify that the conditions referred to in paragraph 1 continue to be fulfilled. If such is not the case the DAAD shall be amended, suspended or withdrawn.</i>	Requirement	YES	
8	<b>Article 8 - Safeguarding of aerodrome surroundings</b>	Heading		
8.1	1. <i>Member States shall ensure that consultations are conducted with regard to safety impacts of constructions proposed to be built within the limits of the obstacle limitation and protection surfaces as well as other surfaces associated with the aerodrome.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
8.2	2. Member States shall ensure that consultations are conducted with regard to safety impacts of constructions proposed to be built beyond the limits of the obstacle limitation and protection surfaces as well as other surfaces associated with the aerodrome and which exceed the height established by Member States.	Requirement	NO	
8.3	3. Member States shall ensure coordination of the safeguarding of aerodromes located near national borders with other Member States.	Requirement	NO	
9	<b>Article 9 - Monitoring of aerodrome surroundings</b>	<b>Heading</b>		
9.1	Member States shall ensure that consultations are conducted with regard to human activities and land use such as:	Requirement	NO	
9.1.1	(a) any development or change in land use in the aerodrome area;	Requirement	NO	
9.1.2	(b) any development which may create obstacle-induced turbulence that could be hazardous to aircraft operations;	Requirement	NO	
9.1.3	(c) the use of hazardous, confusing and misleading lights;	Requirement	NO	
9.1.4	(d) the use of highly reflective surfaces which may cause dazzling;	Requirement	NO	
9.1.5	(e) the creation of areas that might encourage wildlife activity harmful to aircraft operations;	Requirement	NO	
9.1.6	(f) sources of non-visible radiation or the presence of moving or fixed objects which may interfere with, or adversely affect, the performance of aeronautical communications, navigation and surveillance systems.	Requirement	NO	
10	<b>Article 10 - Wildlife hazard management</b>	<b>Heading</b>		
10.1	1. Member States shall ensure that wildlife strike hazards are assessed through:	Requirement	NO	
10.1.1	(a) the establishment of a national procedure for recording and reporting wildlife strikes to aircraft;	Requirement	NO	
10.1.2	(b) the collection of information from aircraft operators, aerodrome personnel and other sources on the presence of wildlife constituting a potential hazard to aircraft operations; and	Requirement	NO	
10.1.3	(c) an ongoing evaluation of the wildlife hazard by competent personnel.	Requirement	NO	
10.2	2. Member States shall ensure that wildlife strike reports are collected and forwarded to ICAO for inclusion in the ICAO Bird Strike Information System (IBIS) database.	Requirement	NO	
11	<b>Article 11 - Entry into force and application</b>	<b>Heading</b>		
11.1	1. This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	Requirement	NO	
11.2	2. Competent Authorities involved in the certification and oversight of aerodromes, aerodrome operators and apron management service providers shall comply with the requirements laid down in Annex II to this Regulation before 31 December 2017.	Requirement	NO	
11.3	3. Annexes III and IV shall apply to aerodromes certified in accordance with Article 6 from the date of issuance of the certificate.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
11.4	4. Aerodromes whose certification procedure was initiated before 31 December 2014, but have not been issued with a certificate by this date, shall only be issued a certificate when they comply with this Regulation.	Requirement	YES	
11.5	5. Point ADR.AR.C.050 and point ADR.OR.B.060 of Annexes II and III to this Regulation, shall apply from the date on which the Implementing Rules regarding the provision of apron management services enter into force. Point ADR.AR.A.015 of Annex II and point ADR.OR.A.015 of Annex III shall apply to providers of apron management services from the date on which the Implementing Rules regarding the provision of apron management services enter into force.	Requirement	YES	
AI	ANNEX I - Definitions for terms used in Annexes II to IV	Heading		
AI.1	<i>For the purpose of this Regulation the following definitions shall apply:</i>	Requirement	NO	
AI.1.1	<i>(1) 'Acceptable Means of Compliance (AMC)' means non-binding standards adopted by the Agency to illustrate means to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules;</i>	Statement		
AI.1.2	<i>(2) 'accelerate-stop distance available (ASDA)' means the length of the take-off run available plus the length of the stopway, if provided;</i>	Statement		
AI.1.3	<i>(3) 'aerodrome control service' means an air traffic control (ATC) service for aerodrome traffic;</i>	Statement		
AI.1.4	<i>(4) 'aerodrome equipment' means any equipment, apparatus, appurtenance, software or accessory, that is used or intended to be used to contribute to the operation of aircraft at an aerodrome;</i>	Statement		
AI.1.5	<i>(5) 'aeronautical data' means a representation of aeronautical facts, concepts or instructions in a formalised manner suitable for communication, interpretation or processing;</i>	Statement		
AI.1.6	<i>(6) 'aeronautical information service' means a service established within the defined area of coverage responsible for the provision of aeronautical information and data necessary for the safety, regularity, and efficiency of air navigation;</i>	Statement		
AI.1.7	<i>(7) 'air navigation services' means air traffic services; communication, navigation and surveillance services; meteorological services for air navigation; and aeronautical information services;</i>	Statement		
AI.1.8	<i>(8) 'air traffic services' means the various flight information services, alerting services, air traffic advisory services and air traffic control services (area, approach and aerodrome control services);</i>	Statement		
AI.1.9	<i>(9) 'air traffic control (ATC) service' means a service provided for the purpose of:</i>	Statement		
AI.1.9.1	<i>1. preventing collisions:</i>	Statement		
AI.1.9.1.1	<i>— between aircraft, and</i>	Statement		
AI.1.9.1.2	<i>— in the manoeuvring area between aircraft and obstructions; and</i>	Statement		
AI.1.9.2	<i>2. expediting and maintaining an orderly flow of air traffic;</i>	Statement		

No.	Text	Type	Applicable to project?	Comments
Al.1.10	(10) 'aircraft stand' means a designated area on an apron intended to be used for parking an aircraft;	Statement		
Al.1.11	(11) 'aircraft stand taxilane' means a portion of an apron designated as a taxiway and intended to provide access to aircraft stands only;	Statement		
Al.1.12	(12) 'alternative means of compliance' are those that propose an alternative to an existing Acceptable Means of Compliance or those that propose new means to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules for which no associated Acceptable Means of Compliance have been adopted by the Agency;	Statement		
Al.1.13	(13) 'alerting service' means a service provided to notify relevant organisations regarding aircraft in need of search and rescue aid, and to assist such organisations as required;	Statement		
Al.1.14	(14) 'apron taxiway' means a portion of a taxiway system located on an apron and intended to provide a through taxi-route across the apron;	Statement		
Al.1.15	(15) 'clearway' means a defined rectangular area on the ground or water under the control of the appropriate entity, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height;	Statement		
Al.1.16	(16) 'dangerous goods' means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Technical Instructions;	Statement		
Al.1.17	(17) 'data quality' means a degree or level of confidence that the data provided meet the requirements of the data user in terms of accuracy, resolution and integrity;	Statement		
Al.1.18	(18) 'declared distances' means:	Statement		
Al.1.18.1	— 'take-off run available (TORA)';	Statement		
Al.1.18.2	— 'take-off distance available (TODA)';	Statement		
Al.1.18.3	— 'accelerate-stop distance available (ASDA)';	Statement		
Al.1.18.4	— 'landing distance available (LDA)';	Statement		
Al.1.19	(19) 'flight information service' means a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights;	Statement		
Al.1.20	(20) 'human factors principles' means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance;	Statement		
Al.1.21	(21) 'human performance' means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations;	Statement		
Al.1.22	(22) 'instrument runway' means one of the following types of runways intended for the operation of aircraft using instrument approach procedures:	Statement		

No.	Text	Type	Applicable to project?	Comments
Al.1.22.1	1. 'non-precision approach runway': an instrument runway served by visual aids and a non-visual aid providing at least directional guidance adequate for a straight-in approach.	Statement		
Al.1.22.2	2. 'precision approach runway, category I': an instrument runway served by non-visual aids and visual aids, intended for operations with a decision height (DH) not lower than 60 m (200 ft) and either a visibility not less than 800 m or a runway visual range (RVR) not less than 550 m.	Statement		
Al.1.22.3	3. 'precision approach runway, category II': an instrument runway served by non-visual aids and visual aids intended for operations with a decision height (DH) lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range (RVR) not less than 300 m.	Statement		
Al.1.22.4	4. 'precision approach runway, category III': an instrument runway served by non-visual aids and visual aids to and along the surface of the runway and:	Statement		
Al.1.22.4.1	A.intended for operations with a decision height (DH) lower than 30 m (100 ft), or no decision height and a runway visual range (RVR) not less than 175 m; orB.intended for operations with a decision height (DH) lower than 15 m (50 ft), or no decision height and a runway visual range (RVR) less than 175 m but not less than 50 m; orC.intended for operations with no decision height (DH) and no runway visual range (RVR) limitations;	Statement		
Al.1.23	(23) 'integrity' means a degree of assurance that an aeronautical data and its value has not been lost nor altered since the data origination or authorized amendment.	Statement		
Al.1.24	(24) 'landing distance available (LDA)' means the length of runway which is declared available and suitable for the ground run of an aeroplane landing;	Statement		
Al.1.25	(25) 'low visibility procedures' means procedures applied at an aerodrome for the purpose of ensuring safe operations during lower than Standard Category I, other than Standard Category II, Category II and III approaches and low visibility take-offs;	Statement		
Al.1.26	(26) 'low visibility take-off (LVTO)' means a take-off with a runway visual range (RVR) lower than 400 m but not less than 75 m;	Statement		
Al.1.27	(27) 'lower than Standard Category I operation' means a Category I instrument approach and landing operation using Category I decision height (DH), with a runway visual range (RVR) lower than would normally be associated with the applicable decision height (DH) but not lower than 400 m;	Statement		
Al.1.28	(28) 'manoeuvring area' means that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons;	Statement		
Al.1.29	(29) 'meteorological services' means those facilities and services that provide aircraft with meteorological forecasts, briefs and observations as well as any other meteorological information and data provided by States for aeronautical use;	Statement		
Al.1.30	(30) 'marker' means an object displayed above ground level in order to indicate an obstacle or delineate a boundary;	Statement		

No.	Text	Type	Applicable to project?	Comments
Al.1.31	(31) 'marking' means a symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information;	Statement		
Al.1.32	(32) 'movement area' means that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft consisting of the manoeuvring area and the apron(s);	Statement		
Al.1.33	(33) 'navigation services' means those facilities and services that provide aircraft with positioning and timing information;	Statement		
Al.1.34	(34) 'non-instrument runway' means a runway intended for the operation of aircraft using visual approach procedures;	Statement		
Al.1.35	(35) 'other than Standard Category II operation' means a precision instrument approach and landing operation using ILS or MLS where some or all of the elements of the precision approach Category II light system are not available, and with:	Statement		
Al.1.35.1	— decision height (DH) below 200 ft but not lower than 100 ft; and	Statement		
Al.1.35.2	— runway visual range (RVR) of not less than 350 m;	Statement		
Al.1.36	(36) 'oversight planning cycle' means a time period in which continued compliance is verified;	Statement		
Al.1.37	(37) 'rapid exit taxiway' means a taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimising runway occupancy times;	Statement		
Al.1.38	(38) 'runway' means a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft;	Statement		
Al.1.39	(39) 'runway type' means instrument runway or non-instrument runway	Statement		
Al.1.40	(40) 'runway visual range (RVR)' means the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line;	Statement		
Al.1.41	(41) 'safety management system' means a systematic approach to managing safety including the necessary organisational structure, accountabilities, policies and procedures;	Statement		
Al.1.42	(42) 'stopway' means a defined rectangular area on the ground at the end of take-off run available prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take-off;	Statement		
Al.1.43	(43) 'take-off distance available (TODA)' means the length of the take-off run available plus the length of the clearway, if provided;	Statement		
Al.1.44	(44) 'take-off run available (TORA)' means the length of runway declared available and suitable for the ground run of an aeroplane taking off;	Statement		
Al.1.45	(45) 'taxiway' means a defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including:	Statement		
Al.1.45.1	— aircraft stand taxilane,	Statement		



No.	Text	Type	Applicable to project?	Comments
Al.1.45.2	— apron taxiway,	Statement		
Al.1.45.3	— rapid exit taxiway;	Statement		
Al.1.46	(46) 'Technical Instructions' means the latest effective edition of the 'Technical Instructions for the Safe Transport of Dangerous Goods by Air' (Doc 9284-AN/905), including the Supplement and any Addenda, approved and published by the International Civil Aviation Organization;	Statement		
Al.1.47	(47) 'terms of the certificate' means the following:	Statement		
Al.1.47.1	— ICAO location indicator,	Statement		
Al.1.47.2	— conditions to operate (VFR/IFR, day/night),	Statement		
Al.1.47.3	— runway — declared distances,	Statement		
Al.1.47.4	— runway type(s) and approaches provided,	Statement		
Al.1.47.5	— aerodrome reference code,	Statement		
Al.1.47.6	— scope of aircraft operations with higher aerodrome reference code letter,	Statement		
Al.1.47.7	— provision of apron management services (yes/no),	Statement		
Al.1.47.8	— rescue and firefighting level of protection;	Statement		
Al.1.48	(48) 'visual aids' means indicators and signalling devices, markings, lights, signs and markers or combinations thereof.	Statement		
All	ANNEX II - Part Authority Requirements — Aerodromes (Part-ADR.AR)	Heading		
All.A	SUBPART A — GENERAL REQUIREMENTS (ADR.AR.A)	Heading		
All.A.1	ADR.AR.A.001 Scope	Heading		
All.A.1.1	This Annex establishes requirements for the Competent Authorities involved in the certification and oversight of aerodromes, aerodrome operators and apron management service providers.	Statement		
All.A.2	ADR.AR.A.005 Competent Authority	Heading		
All.A.2.1	The Competent Authority designated by the Member State in which an aerodrome is located shall be responsible for the:	Requirement	NO	
All.A.2.1.1	(a) certification and oversight of aerodromes and its aerodrome operators;	Requirement	NO	
All.A.2.1.2	(b) oversight of providers of apron management services.	Requirement	NO	
All.A.3	ADR.AR.A.010 Oversight documentation	Heading		
All.A.3.1	(a) The Competent Authority shall provide the relevant legislative acts, standards, rules, technical publications and related documents to its relevant personnel in order to perform their tasks and to discharge their responsibilities.	Requirement	NO	
All.A.3.2	(b) The Competent Authority shall make available legislative acts, standards, rules, technical publications and related documents to aerodrome operators and other interested parties to facilitate their compliance with the applicable requirements.	Requirement	NO	
All.A.4	ADR.AR.A.015 Means of compliance	Heading		

No.	Text	Type	Applicable to project?	Comments
All.A.4.1	<i>(a) The Agency shall develop Acceptable Means of Compliance (AMC) that may be used to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules. When the Acceptable Means of Compliance are complied with, the related requirements of the Implementing Rules are met.</i>	Requirement	NO	
All.A.4.2	<i>(b) Alternative means of compliance may be used to establish compliance with the Implementing Rules.</i>	Requirement	NO	
All.A.4.3	<i>(c) The Competent Authority shall establish a system to consistently evaluate that the alternative means of compliance used by itself or by aerodrome operators or providers of apron management services under its oversight provide for compliance with Regulation (EC) No 216/2008 and its Implementing Rules.</i>	Requirement	NO	
All.A.4.4	<i>(d) The Competent Authority shall evaluate the alternative means of compliance proposed by an aerodrome operator or a provider of apron management services, in accordance with ADR.OR.A.015, by analysing the documentation provided and, if considered necessary, conducting an inspection of the aerodrome operator, the aerodrome or the provider of apron management services.</i>	Requirement	NO	
All.A.4.4.1	<i>When the Competent Authority finds that the alternative means of compliance proposed by the aerodrome operator or the provider of apron management services are in accordance with the Implementing Rules, it shall without undue delay:</i>	Requirement	NO	
All.A.4.4.1.1	<i>(1) notify the applicant that the alternative means of compliance may be implemented and, if applicable, amend the certificate or approval of the applicant accordingly;</i>	Requirement	NO	
All.A.4.4.1.2	<i>(2) inform the Agency of their content, including copies of the relevant documentation;</i>	Requirement	NO	
All.A.4.4.1.3	<i>(3) inform other Member States about alternative means of compliance that were accepted; and</i>	Requirement	NO	
All.A.4.4.1.4	<i>(4) inform the other certified aerodromes located in the Member State of the Competent Authority, as appropriate.</i>	Requirement	NO	
All.A.4.5	<i>(e) When the Competent Authority itself uses alternative means of compliance to achieve compliance with Regulation (EC) No 216/2008 and its Implementing Rules, it shall:</i>	Requirement	NO	
All.A.4.5.1	<i>(1) make them available to aerodrome operators and providers of apron management services under its oversight; and</i>	Requirement	NO	
All.A.4.5.2	<i>(2) without undue delay notify the Agency.</i>	Requirement	NO	
All.A.4.5.3	<i>The Competent Authority shall provide the Agency with a full description of the alternative means of compliance, including any revisions to procedures that may be relevant, as well as an assessment demonstrating that the Implementing Rules are met.</i>	Requirement	NO	
All.A.5	<b>ADR.AR.A.025 Information to the Agency</b>	Heading		
All.A.5.1	<i>(a) The Competent Authority shall without undue delay notify the Agency in case of any significant problems with the implementation of Regulation (EC) No 216/2008 and its Implementing Rules.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
All.A.5.2	<i>(b) The Competent Authority shall provide the Agency with safety-significant information stemming from the occurrence reports it has received.</i>	Requirement	NO	
All.A.6	<b>ADR.AR.A.030 Immediate reaction to a safety problem</b>	Heading		
All.A.6.1	<i>(a) Without prejudice to Directive 2003/42/EC of the European Parliament and the Council, the Competent Authority shall implement a system to appropriately collect, analyse and disseminate safety information.</i>	Requirement	NO	
All.A.6.2	<i>(b) The Agency shall implement a system to appropriately analyse any relevant safety information received and without undue delay provide to Member States and the Commission any information, including recommendations or corrective actions to be taken, necessary for them to react in a timely manner to a safety problem involving aerodromes, aerodrome operators and providers of apron management services subject to Regulation (EC) No 216/2008 and its Implementing Rules.</i>	Requirement	NO	
All.A.6.3	<i>(c) Upon receiving the information referred to in points (a) and (b), the Competent Authority shall take adequate measures to address the safety problem, including the issuing of safety directives in accordance with ADR.AR.A.040.</i>	Requirement	NO	
All.A.6.4	<i>(d) Measures taken in accordance with point (c) shall immediately be notified to the aerodrome operators or providers of apron management services which need to comply with them under Regulation (EC) No 216/2008 and its Implementing Rules. The Competent Authority shall also notify those measures to the Agency and, when combined action is required, the other Member States concerned.</i>	Requirement	NO	
All.A.7	<b>ADR.AR.A.040 Safety directives</b>	Heading		
All.A.7.1	<i>(a) The Competent Authority shall issue a safety directive if it has determined the existence of an unsafe condition requiring immediate action, including the showing of compliance with any amended or additional certification specification established by the Agency, which the Competent Authority finds is necessary.</i>	Requirement	NO	
All.A.7.2	<i>(b) A safety directive shall be forwarded to the aerodrome operators or providers of apron management services concerned, as appropriate, and shall contain, as a minimum, the following information:</i>	Requirement	NO	
All.A.7.2.1	<i>(1) the identification of the unsafe condition;</i>	Requirement	NO	
All.A.7.2.2	<i>(2) the identification of the affected design, equipment, or operation;</i>	Requirement	NO	
All.A.7.2.3	<i>(3) the actions required and their rationale, including the amended or additional certification specifications that have to be complied with;</i>	Requirement	NO	
All.A.7.2.4	<i>(4) the time limit for compliance with the required actions; and</i>	Requirement	NO	
All.A.7.2.5	<i>(5) its date of entry into force.</i>	Requirement	NO	
All.A.7.3	<i>(c) The Competent Authority shall forward a copy of the safety directive to the Agency.</i>	Requirement	NO	
All.A.7.4	<i>(d) The Competent Authority shall verify the compliance of aerodrome operators and providers of apron management services with the applicable safety directives.</i>	Requirement	NO	
All.B	<b>SUBPART B — MANAGEMENT (ADR.AR.B)</b>	Heading		

No.	Text	Type	Applicable to project?	Comments
All.B.1	<b>ADR.AR.B.005 Management system</b>	<b>Heading</b>		
All.B.1.1	<i>(a) The Competent Authority shall establish and maintain a management system, including as a minimum:</i>	<i>Requirement</i>	<i>NO</i>	
All.B.1.1.1	<i>(1) documented policies and procedures to describe its organisation, means and methods to achieve compliance with Regulation (EC) No 216/2008 and its Implementing Rules. The procedures shall be kept up to date and serve as the basic working documents within that Competent Authority for all related tasks;</i>	<i>Requirement</i>	<i>NO</i>	
All.B.1.1.2	<i>(2) a sufficient number of personnel, including aerodrome inspectors, to perform its tasks and discharge its responsibilities. Such personnel shall be qualified to perform their allocated tasks and have the necessary knowledge, experience, initial, on-the-job and recurrent training to ensure continuing competence. A system shall be in place to plan the availability of personnel, in order to ensure the proper completion of all related tasks;</i>	<i>Requirement</i>	<i>NO</i>	
All.B.1.1.3	<i>(3) adequate facilities and office accommodation to perform the allocated tasks;</i>	<i>Requirement</i>	<i>NO</i>	
All.B.1.1.4	<i>(4) a formal process to monitor compliance of the management system with the relevant requirements and adequacy of the procedures, including the establishment of an internal audit process and a safety risk management process.</i>	<i>Requirement</i>	<i>NO</i>	
All.B.1.2	<i>(b) The Competent Authority shall, for each field of activity included in the management system, appoint one or more persons with the overall responsibility for the management of the relevant task(s).</i>	<i>Requirement</i>	<i>NO</i>	
All.B.1.3	<i>(c) The Competent Authority shall establish procedures for participation in a mutual exchange of all necessary information and assistance of other competent authorities concerned.</i>	<i>Requirement</i>	<i>NO</i>	
All.B.2	<b>ADR.AR.B.010 Allocation of tasks to qualified entities</b>	<b>Heading</b>		
All.B.2.1	<i>(a) Tasks related to the initial certification or continuing oversight of persons or organisations subject to Regulation (EC) No 216/2008 and its Implementing Rules shall be allocated by Member States only to qualified entities. When allocating tasks, the Competent Authority shall ensure that it has:</i>	<i>Requirement</i>	<i>NO</i>	
All.B.2.1.1	<i>(1) a system in place to initially and continuously assess that the qualified entity complies with Annex V to Regulation (EC) No 216/2008;</i>	<i>Requirement</i>	<i>NO</i>	
All.B.2.1.1.1	<i>this system and the results of the assessments shall be documented;</i>	<i>Requirement</i>	<i>NO</i>	
All.B.2.1.2	<i>(2) established a documented agreement with the qualified entity, approved by both parties at the appropriate management level, which clearly defines:</i>	<i>Requirement</i>	<i>NO</i>	
All.B.2.1.2.1	<i>(i) the tasks to be performed;</i>	<i>Requirement</i>	<i>NO</i>	
All.B.2.1.2.2	<i>(ii) the declarations, reports and records to be provided;</i>	<i>Requirement</i>	<i>NO</i>	
All.B.2.1.2.3	<i>(iii) the technical conditions to be met in performing such tasks;</i>	<i>Requirement</i>	<i>NO</i>	
All.B.2.1.2.4	<i>(iv) the related liability coverage; and</i>	<i>Requirement</i>	<i>NO</i>	
All.B.2.1.2.5	<i>(v) the protection given to information acquired in carrying out such tasks.</i>	<i>Requirement</i>	<i>NO</i>	

No.	Text	Type	Applicable to project?	Comments
All.B.2.2	<i>(b) The Competent Authority shall ensure that the internal audit process and safety risk management process required by ADR.AR.B.005(a)(4) covers all certification or continuing oversight tasks performed on its behalf.</i>	Requirement	NO	
All.B.3	<b>ADR.AR.B.015 Changes to the management system</b>	Heading		
All.B.3.1	<i>(a) The Competent Authority shall have a system in place to identify changes that affect its capability to perform its tasks and discharge its responsibilities as defined in Regulation (EC) No 216/2008 and its Implementing Rules. This system shall enable it to take action, as appropriate, to ensure that the management system remains adequate and effective.</i>	Requirement	NO	
All.B.3.2	<i>(b) The Competent Authority shall update its management system to reflect any change to Regulation (EC) No 216/2008 and its Implementing Rules in a timely manner, so as to ensure effective implementation.</i>	Requirement	NO	
All.B.3.3	<i>(c) The Competent Authority shall notify the Agency of changes affecting its capability to perform its tasks and discharge its responsibilities as defined in Regulation (EC) No 216/2008 and its Implementing Rules.</i>	Requirement	NO	
All.B.4	<b>ADR.AR.B.020 Record keeping</b>	Heading		
All.B.4.1	<i>(a) The Competent Authority shall establish a system of record keeping providing for adequate storage, accessibility and reliable traceability of:</i>	Requirement	NO	
All.B.4.1.1	<i>(1) the management system's documented policies and procedures;</i>	Requirement	NO	
All.B.4.1.2	<i>(2) training, qualification and authorisation of its personnel;</i>	Requirement	NO	
All.B.4.1.3	<i>(3) the allocation of tasks to qualified entities, covering the elements required by ADR.AR.B.010, as well as the details of tasks allocated;</i>	Requirement	NO	
All.B.4.1.4	<i>(4) certification process and continuing oversight of aerodromes and aerodrome operators;</i>	Requirement	NO	
All.B.4.1.5	<i>(5) declaration process and continuing oversight of providers of apron management services;</i>	Requirement	NO	
All.B.4.1.6	<i>(6) the documentation regarding cases of equivalent level of safety and special conditions contained in the certification basis, as well as any Deviation Acceptance and Action Document (DAAD);</i>	Requirement	NO	
All.B.4.1.7	<i>(7) the evaluation and notification to the Agency of alternative means of compliance proposed by aerodrome operators and providers of apron management services and the assessment of alternative means of compliance used by the Competent Authority itself;</i>	Requirement	NO	
All.B.4.1.8	<i>(8) findings, corrective actions and date of action closure, and observations;</i>	Requirement	NO	
All.B.4.1.9	<i>(9) enforcement measures taken;</i>	Requirement	NO	
All.B.4.1.10	<i>(10) safety information and follow-up measures;</i>	Requirement	NO	
All.B.4.1.11	<i>(11) the use of flexibility provisions in accordance with Article 14 of Regulation (EC) No 216/2008.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
All.B.4.2	<i>(b) The Competent Authority shall maintain a list of all certificates it issued and declarations it received.</i>	Requirement	NO	
All.B.4.3	<i>(c) Records related to the certification of an aerodrome and an aerodrome operator, or the declaration of a provider of apron management services shall be kept for the lifespan of the certificate or declaration, as appropriate.</i>	Requirement	NO	
All.B.4.4	<i>(d) Records relating to points (a)(1) to (a)(3) and points (a)(7) to (a)(11) shall be kept for a minimum period of five years, subject to applicable data protection law.</i>	Requirement	NO	
All.C	<b>SUBPART C — OVERSIGHT, CERTIFICATION AND ENFORCEMENT (ADR.AR.C)</b>	Heading		
All.C.1	<b>ADR.AR.C.005 Oversight</b>	Heading		
All.C.1.1	<i>(a) The Competent Authority shall verify:</i>	Requirement	NO	
All.C.1.1.1	<i>(1) compliance with the certification basis and all requirements applicable to aerodromes and aerodrome operators prior to the issue of an approval or certificate;</i>	Requirement	NO	
All.C.1.1.2	<i>(2) continued compliance with the certification basis and applicable requirements of aerodromes and aerodrome operators or providers of apron management service subject to declaration obligation; and</i>	Requirement	NO	
All.C.1.1.3	<i>(3) implementation of appropriate safety measures as defined in ADR.AR.A.030(c) and (d).</i>	Requirement	NO	
All.C.1.2	<i>(b) This verification shall:</i>	Requirement	NO	
All.C.1.2.1	<i>(1) be supported by documentation specifically intended to provide personnel responsible for safety oversight with guidance to perform their functions;</i>	Requirement	NO	
All.C.1.2.2	<i>(2) provide the aerodrome operators and providers of apron management services concerned with the results of safety oversight activity;</i>	Requirement	NO	
All.C.1.2.3	<i>(3) be based on audits and inspections, including unannounced inspections, where appropriate; and</i>	Requirement	NO	
All.C.1.2.4	<i>(4) provide the Competent Authority with the evidence needed in case further action is required, including the measures foreseen by ADR.AR.C.055.</i>	Requirement	NO	
All.C.1.3	<i>(c) The scope of oversight shall take into account the results of past oversight activities and the safety priorities identified.</i>	Requirement	NO	
All.C.1.4	<i>(d) The Competent Authority shall collect and process any information deemed useful for oversight, including unannounced inspections, as appropriate.</i>	Requirement	NO	
All.C.1.5	<i>(e) Within its oversight powers, the Competent Authority may decide to require prior approval for any obstacles, developments and other activities within the areas monitored by the aerodrome operator in accordance with ADR.OPS.B.075, which may endanger safety and adversely affect the operation of an aerodrome.</i>	Requirement	NO	
All.C.2	<b>ADR.AR.C.010 Oversight programme</b>	Heading		
All.C.2.1	<i>(a) The Competent Authority shall for each aerodrome operator and provider of apron management services declaring their activity to the Competent Authority:</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
All.C.2.1.1	<i>(1) establish and maintain an oversight programme covering the oversight activities required by ADR.AR.C.005;</i>	Requirement	NO	
All.C.2.1.2	<i>(2) apply an appropriate oversight planning cycle, not exceeding 48 months.</i>	Requirement	NO	
All.C.2.2	<i>(b) The oversight programme shall include within each oversight planning cycle, audits and inspections, including unannounced inspections, as appropriate.</i>	Requirement	NO	
All.C.2.3	<i>(c) The oversight programme and planning cycle shall reflect the safety performance of the aerodrome operator and risk exposure of the aerodrome.</i>	Requirement	NO	
All.C.2.4	<i>(d) The oversight programme shall include records of the dates when audits and inspections are due and when audits and inspections have been carried out.</i>	Requirement	NO	
All.C.3	<b>ADR.AR.C.015 Initiation of certification process</b>	Heading		
All.C.3.1	<i>(a) Upon receiving an application for the initial issuance of a certificate, the Competent Authority shall assess the application and shall verify compliance with the applicable requirements.</i>	Requirement	NO	
All.C.3.2	<i>(b) In case of an existing aerodrome, the Competent Authority shall prescribe the conditions under which the aerodrome operator shall operate during the certification period, unless the Competent Authority determines that the operation of the aerodrome needs to be suspended. The Competent Authority shall inform the aerodrome operator of the expected schedule for the certification process and conclude the certification within the shortest time period practicable.</i>	Requirement	NO	
All.C.3.3	<i>(c) The Competent Authority shall establish and notify the applicant of the certification basis in accordance with ADR.AR.C.020.</i>	Requirement	NO	
All.C.4	<b>ADR.AR.C.020 Certification basis</b>	Heading		
All.C.4.1	<i>The certification basis is to be established and notified to an applicant by the Competent Authority and shall consist of:</i>	Requirement	NO	
All.C.4.1.1	<i>(a) the certification specifications issued by the Agency which the Competent Authority finds applicable to the design and the type of operation of the aerodrome and which are effective on the date of application for that certificate, unless:</i>	Requirement	NO	
All.C.4.1.1.1	<i>(1) the applicant elects compliance with later effective amendments; or</i>	Requirement	NO	
All.C.4.1.1.2	<i>(2) the Competent Authority finds that compliance with such later effective amendments is necessary;</i>	Requirement	NO	
All.C.4.1.2	<i>(b) any provision for which an equivalent level of safety has been accepted by the Competent Authority to be demonstrated by the applicant; and</i>	Requirement	NO	
All.C.4.1.3	<i>(c) any special condition prescribed in accordance with ADR.AR.C.025, that the Competent Authority finds necessary to be included in the certification basis.</i>	Requirement	NO	
All.C.5	<b>ADR.AR.C.025 Special conditions</b>	Heading		

No.	Text	Type	Applicable to project?	Comments
All.C.5.1	<i>(a) The Competent Authority shall prescribe special detailed technical specifications, named special conditions, for an aerodrome, if the related certification specifications issued by the Agency referred to in point ADR.AR.C.020(a) are inadequate or inappropriate, to ensure compliance with the essential requirements of Annex Va to Regulation (EC) No 216/2008, because:</i>	Requirement	NO	
All.C.5.1.1	<i>(1) the certification specifications cannot be met due to physical, topographical or similar limitations related to the location of the aerodrome;</i>	Requirement	NO	
All.C.5.1.2	<i>(2) the aerodrome has novel or unusual design features; or</i>	Requirement	NO	
All.C.5.1.3	<i>(3) experience from the operation of that aerodrome or other aerodromes having similar design features has shown that safety may be endangered.</i>	Requirement	NO	
All.C.5.2	<i>(b) The special conditions shall contain such technical specifications, including limitations or procedures to be complied with, as the Competent Authority finds necessary to ensure compliance with the essential requirements set out in Annex Va to Regulation (EC) No 216/2008.</i>	Requirement	NO	
All.C.6	<b>ADR.AR.C.035 Issuance of certificates</b>	Heading		
All.C.6.1	<i>(a) The Competent Authority may require any inspection, test, safety assessment, or exercise it finds necessary before issuing the certificate.</i>	Requirement	NO	
All.C.6.2	<i>(b) The Competent Authority shall issue either:</i>	Requirement	NO	
All.C.6.2.1	<i>(1) a single aerodrome certificate; or</i>	Requirement	NO	
All.C.6.2.2	<i>(2) two separate certificates, one for the aerodrome and one for the aerodrome operator.</i>	Requirement	NO	
All.C.6.3	<i>(c) The Competent Authority shall issue the certificate(s) prescribed in point (b) when the aerodrome operator has demonstrated to the satisfaction of the Competent Authority compliance with ADR.OR.B.025 and ADR.OR.E.005.</i>	Requirement	NO	
All.C.6.4	<i>(d) The certificate shall be considered to include the aerodrome's certification basis, the aerodrome manual, and, if relevant, any other operating conditions or limitations prescribed by the Competent Authority and any Deviation Acceptance and Action Documents (DAAD).</i>	Requirement	NO	
All.C.6.5	<i>(e) The certificate shall be issued for an unlimited duration. The privileges of the activities that the aerodrome operator is approved to conduct shall be specified in the terms of the certificate attached to it.</i>	Requirement	NO	
All.C.6.6	<i>(f) Where responsibilities are attributed to other relevant organisations, they should be clearly identified and listed.</i>	Requirement	NO	
All.C.6.7	<i>(g) Findings, other than level 1 and which have not been closed prior to the date of certification, shall be safety assessed and mitigated as necessary and a corrective action plan for the closing of the finding shall be approved by the Competent Authority.</i>	Requirement	NO	



No.	Text	Type	Applicable to project?	Comments
All.C.6.8	<i>(h) To enable an aerodrome operator to implement changes without prior approval of the Competent Authority in accordance with ADR.OR.B.040(d), the Competent Authority shall approve a procedure defining the scope of such changes and describing how such changes will be managed and notified.</i>	Requirement	NO	
All.C.7	<b>ADR.AR.C.040 Changes</b>	Heading		
All.C.7.1	<i>(a) Upon receiving an application for a change, in accordance with ADR.OR.B.40, that requires prior approval, the Competent Authority shall assess the application and, if relevant, notify the aerodrome operator of:</i>	Requirement	NO	
All.C.7.1.1	<i>(1) the applicable certification specifications issued by the Agency, which are applicable to the proposed change and which are effective on the date of the application, unless:</i>	Requirement	NO	
All.C.7.1.1.1	<i>(a) the applicant elects compliance with later effective amendments; or</i>	Requirement	NO	
All.C.7.1.1.2	<i>(b) the Competent Authority finds that compliance with such later effective amendments is necessary;</i>	Requirement	NO	
All.C.7.1.2	<i>(2) any other certification specification issued by the Agency that the Competent Authority finds is directly related to the proposed change;</i>	Requirement	NO	
All.C.7.1.3	<i>(3) any special condition, and amendment to special conditions, prescribed by the Competent Authority in accordance with point ADR.AR.C.025, the Competent Authority finds is necessary; and</i>	Requirement	NO	
All.C.7.1.4	<i>(4) the amended certification basis, if affected by the proposed change.</i>	Requirement	NO	
All.C.7.2	<i>(b) The Competent Authority shall approve the change when the aerodrome operator has demonstrated, to the satisfaction of the Competent Authority, compliance with the requirements in ADR.OR.B.040 and, if applicable, with ADR.OR.E.005.</i>	Requirement	NO	
All.C.7.3	<i>(c) If the approved change affects the terms of the certificate, the Competent Authority shall amend them.</i>	Requirement	NO	
All.C.7.4	<i>(d) The Competent Authority shall approve any conditions under which the aerodrome operator shall operate during the change.</i>	Requirement	NO	
All.C.7.5	<i>(e) Without prejudice to any additional enforcement measures, when the aerodrome operator implements changes requiring prior approval without having received Competent Authority approval as defined in (a), the Competent Authority shall consider the need to suspend, limit or revoke the certificate.</i>	Requirement	NO	
All.C.7.6	<i>(f) For changes not requiring prior approval, the Competent Authority shall assess the information provided in the notification sent by the aerodrome operator in accordance with ADR.OR.B.040(d) to verify their appropriate management and verify their compliance with the certification specifications and other appropriate requirements applicable to the change. In case of any non-compliance, the Competent Authority shall:</i>	Requirement	NO	
All.C.7.6.1	<i>(1) notify the aerodrome operator about the non-compliance and request further changes; and</i>	Requirement	NO	
All.C.7.6.2	<i>(2) in case of level 1 or level 2 findings, act in accordance with point ADR.AR.C.055.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
All.C.8	<b>ADR.AR.C.050 Declarations of providers of apron management services</b>	Heading		
All.C.8.1	<i>(a) Upon receiving a declaration from a provider of apron management services intending to provide such services at an aerodrome, the Competent Authority shall verify that the declaration contains all the information required by Part-ADR.OR and shall acknowledge receipt of the declaration to that organisation.</i>	Requirement	NO	
All.C.8.2	<i>(b) If the declaration does not contain the required information, or contains information that indicates non-compliance with applicable requirements, the Competent Authority shall notify the provider of apron management services and the aerodrome operator about the non-compliance and request further information. If necessary, the Competent Authority shall carry out an inspection of the provider of apron management services and the aerodrome operator. If the non-compliance is confirmed, the Competent Authority shall take action as defined in ADR.AR.C.055.</i>	Requirement	NO	
All.C.8.3	<i>(c) The Competent Authority shall keep a register of the declarations of providers of apron management services under its oversight.</i>	Requirement	NO	
All.C.9	<b>ADR.AR.C.055 Findings, observations, corrective actions and enforcement measures</b>	Heading		
All.C.9.1	<i>(a) The Competent Authority for oversight in accordance with ADR.AR.C.005(a) shall have a system to analyse findings for their safety significance.</i>	Requirement	NO	
All.C.9.2	<i>(b) A level 1 finding shall be issued by the Competent Authority when any significant non-compliance is detected with the certification basis of the aerodrome, the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules, with the aerodrome operator's or the apron management services provider's procedures and manuals, with the terms of the certificate or certificate or with the content of a declaration which lowers safety or seriously endangers safety.</i>	Requirement	NO	
All.C.9.2.1	<i>The level 1 finding shall include:</i>	Requirement	NO	
All.C.9.2.1.1	<i>(1) failure to give the Competent Authority access to the aerodrome and aerodrome operator's or the apron management services provider's facilities as defined in ADR.OR.C.015 during normal operating hours and after two written requests;</i>	Requirement	NO	
All.C.9.2.1.2	<i>(2) obtaining or maintaining the validity of a certificate by falsification of submitted documentary evidence;</i>	Requirement	NO	
All.C.9.2.1.3	<i>(3) evidence of malpractice or fraudulent use of a certificate; and</i>	Requirement	NO	
All.C.9.2.1.4	<i>(4) the lack of an accountable manager.</i>	Requirement	NO	
All.C.9.3	<i>(c) A level 2 finding shall be issued by the Competent Authority when any non-compliance is detected with the certification basis of the aerodrome, the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules, with the aerodrome operator's or the apron management services provider's procedures and manuals, with the terms of the certificate or the certificate or with the content of a declaration which could lower or possibly hazard safety.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
All.C.9.4	<i>(d) When a finding is detected, during oversight or by any other means, the Competent Authority shall, without prejudice to any additional action required by Regulation (EC) No 216/2008 and its Implementing Rules, communicate the finding to the aerodrome operator or the provider of apron management services in writing and request corrective action to address the non-compliance(s) identified.</i>	Requirement	NO	
All.C.9.4.1	<i>(1) In the case of level 1 findings, the Competent Authority shall take immediate and appropriate action to prohibit or limit activities, and if appropriate, it shall take action to revoke the certificate or to deregister the declaration, or to limit or suspend the certificate or declaration in whole or in part, depending upon the extent of the finding, until successful corrective action has been taken by the aerodrome operator or by the provider of apron management services.</i>	Requirement	NO	
All.C.9.4.2	<i>(2) In the case of level 2 findings, the Competent Authority shall:</i>	Requirement	NO	
All.C.9.4.2.1	<i>(a) grant the aerodrome operator or the provider of apron management services a corrective action implementation period included in an action plan appropriate to the nature of the finding; and</i>	Requirement	NO	
All.C.9.4.2.2	<i>(b) assess the corrective action and implementation plan proposed by the aerodrome operator or the provider of apron management services and, if the assessment concludes that they are sufficient to address the non-compliance(s), accept these.</i>	Requirement	NO	
All.C.9.4.3	<i>(3) Where the aerodrome operator or the provider of apron management services fails to submit an acceptable corrective action plan, or to perform the corrective action within the time period accepted or extended by the Competent Authority, the finding shall be raised to a level 1 finding, and action taken as laid down in point (d)(1).</i>	Requirement	NO	
All.C.9.4.4	<i>(4) The Competent Authority shall record all findings it has raised and where applicable, the enforcement measures it has applied, as well as all corrective actions and date of action closure for findings.</i>	Requirement	NO	
All.C.9.5	<i>(e) For those cases not requiring level 1 or level 2 findings, the Competent Authority may issue observations.</i>	Requirement	NO	
AIII	ANNEX III - Part Organisation Requirements — Aerodrome Operators (Part-ADR.OR)	Heading		
AIII.A	SUBPART A — GENERAL REQUIREMENTS (ADR.OR.A)	Heading		
AIII.A.1	ADR.OR.A.005 Scope	Heading		
AIII.A.1.1	<i>This Annex establishes the requirements to be followed by:</i>	Statement		
AIII.A.1.1.1	<i>(a) an aerodrome operator subject to Regulation (EC) No 216/2008 with respect to its certification, management, manuals and other responsibilities; and</i>	Statement		
AIII.A.1.1.2	<i>(b) a provider of apron management services.</i>	Statement		
AIII.A.2	ADR.OR.A.010 Competent Authority	Heading		
AIII.A.2.1	<i>For the purpose of this Part, the Competent Authority shall be the one designated by the Member State where the aerodrome is located.</i>	Requirement	NO	
AIII.A.3	ADR.OR.A.015 Means of compliance	Heading		

No.	Text	Type	Applicable to project?	Comments
AIII.A.3.1	<i>(a) Alternative means of compliance to those adopted by the Agency may be used by an aerodrome operator or an apron management service provider to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules.</i>	Statement		
AIII.A.3.2	(b) When an aerodrome operator or an apron management service provider wishes to use an alternative means of compliance to the Acceptable Means of Compliance (AMC) adopted by the Agency to establish compliance with Regulation (EC) No 216/2008 and its Implementing Rules, it shall, prior to implementing it, provide the Competent Authority with a full description of the alternative means of compliance. The description shall include any revisions to manuals or procedures that may be relevant, as well as an assessment demonstrating that the Implementing Rules are met.	Requirement	YES	
AIII.A.3.2.1	<i>The aerodrome operator or the provider of apron management services may implement these alternative means of compliance subject to prior approval by the Competent Authority and upon receipt of the notification, as prescribed in ADR.AR.A.015(d).</i>	Statement		
AIII.A.3.3	(c) Where apron management services are not provided by the aerodrome operator itself, the use of alternative means of compliance by providers of such services in accordance with (a) and (b), shall also require prior agreement by the operator of the aerodrome where such services are provided.	Requirement	YES	
AIII.B	SUBPART B — CERTIFICATION (ADR.OR.B)	Heading		
AIII.B.1	ADR.OR.B.005 Certification obligations of aerodromes and aerodrome operators	Heading		
AIII.B.1.1	Prior to commencing the operation of an aerodrome or when an exemption in accordance with Article 5 has been revoked, the aerodrome operator shall obtain the applicable certificate(s) issued by the Competent Authority.	Requirement	YES	
AIII.B.2	ADR.OR.B.015 Application for a certificate	Heading		
AIII.B.2.1	(a) The application for a certificate shall be made in a form and manner established by the Competent Authority.	Requirement	YES	
AIII.B.2.2	(b) The applicant shall provide the Competent Authority with the following:	Requirement	YES	
AIII.B.2.2.1	(1) its official name and business name, address, and mailing address;	Requirement	YES	
AIII.B.2.2.2	(2) information and data regarding:	Requirement	YES	
AIII.B.2.2.2.1	(i) the location of the aerodrome;	Requirement	YES	
AIII.B.2.2.2.2	(ii) the type of operations at the aerodrome; and	Requirement	YES	
AIII.B.2.2.2.3	(iii) the design and facilities of the aerodrome, in accordance with the applicable certification specifications established by the Agency;	Requirement	YES	
AIII.B.2.2.3	(3) any proposed deviations from the identified applicable certification specifications established by the Agency;	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIII.B.2.2.4	(4) documentation demonstrating how it will comply with the applicable requirements established in Regulation (EC) No 216/2008 and its Implementing Rules. Such documentation shall include a procedure, contained in the aerodrome manual, describing how changes not requiring prior approval will be managed and notified to the Competent Authority; subsequent changes to this procedure shall require prior approval by the Competent Authority;	Requirement	YES	
AIII.B.2.2.5	(5) evidence of adequacy of resources to operate the aerodrome in accordance with the applicable requirements;	Requirement	YES	
AIII.B.2.2.6	(6) documented evidence showing the relationship of the applicant with the aerodrome owner and/or the land owner;	Requirement	YES	
AIII.B.2.2.7	(7) the name of and relevant information about the accountable manager and the other nominated persons required by ADR.OR.D.015; and	Requirement	YES	
AIII.B.2.2.8	(8) a copy of the aerodrome manual required by ADR.OR.E.005.	Requirement	YES	
AIII.B.2.3	(c) If acceptable to the Competent Authority, information under points (7) and (8) may be provided at a later stage determined by the Competent Authority, but prior to the issuance of the certificate.	Requirement	YES	
AIII.B.3	ADR.OR.B.025 Demonstration of compliance	Heading		
AIII.B.3.1	(a) The aerodrome operator shall:	Requirement	YES	
AIII.B.3.1.1	(1) perform and document all actions, inspections, tests, safety assessments or exercises necessary, and shall demonstrate to the Competent Authority:	Requirement	YES	
AIII.B.3.1.1.1	(i) compliance with the notified certification basis, the certification specifications applicable to a change, any safety directive, as appropriate, and the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules;	Requirement	YES	
AIII.B.3.1.1.2	(ii) that the aerodrome, as well as its obstacle limitation and protection surfaces and other areas associated with the aerodrome, have no features or characteristics making it unsafe for operation; and	Requirement	YES	
AIII.B.3.1.1.3	(iii) that the flight procedures of the aerodrome have been approved.	Requirement	YES	
AIII.B.3.1.2	(2) provide to the Competent Authority the means by which compliance has been demonstrated; and	Requirement	YES	
AIII.B.3.1.3	(3) declare to the Competent Authority its compliance with point (a)(1).	Requirement	YES	
AIII.B.3.2	(b) Relevant design information, including drawings, inspection, test and other relevant reports, shall be held and kept by the aerodrome operator at the disposal of the Competent Authority, in accordance with the provisions of ADR.OR.D.035 and provided on request to the Competent Authority.	Requirement	YES	
AIII.B.4	ADR.OR.B.030 Terms of the certificate and privileges of the certificate holder	Heading		
AIII.B.4.1	An aerodrome operator shall comply with the scope and privileges defined in the terms of the certificate attached to it.	Requirement	YES	
AIII.B.5	ADR.OR.B.035 Continued validity of a certificate	Heading		

No.	Text	Type	Applicable to project?	Comments
AIII.B.5.1	(a) A certificate shall remain valid subject to:	Requirement	YES	
AIII.B.5.1.1	(1) the aerodrome operator remaining in compliance with the relevant requirements of Regulation (EC) No 216/2008, and its Implementing Rules, and the aerodrome remaining in compliance with the certification basis, taking into account the provisions related to the handling of findings as specified under ADR.OR.C.020;	Requirement	YES	
AIII.B.5.1.2	(2) the Competent Authority being granted access to the aerodrome operator's organisation as defined in ADR.OR.C.015 to determine continued compliance with the relevant requirements of Regulation (EC) No 216/2008 and its Implementing Rules; and	Requirement	YES	
AIII.B.5.1.3	(3) the certificate not being surrendered or revoked.	Requirement	YES	
AIII.B.5.2	(b) Upon revocation or surrender, the certificate shall be returned to the Competent Authority without delay.	Requirement	YES	
AIII.B.6	ADR.OR.B.037 Continued validity of a declaration of a provider of apron management services	Heading		
AIII.B.6.1	A declaration made by a provider of apron management services in accordance with ADR.OR.B.060 shall remain valid subject to:	Requirement	YES	
AIII.B.6.1.1	(a) the provider of apron management services and the related facilities remaining in compliance with the relevant requirements of Regulation (EC) No 216/2008 and its Implementing Rules, taking into account the provisions related to the handling of findings as specified under ADR.OR.C.020;	Requirement	YES	
AIII.B.6.1.2	(b) the Competent Authority being granted access to the apron management services provider's organisation as defined in ADR.OR.C.015 to determine continued compliance with the relevant requirements of Regulation (EC) No 216/2008 and its Implementing Rules; and	Requirement	YES	
AIII.B.6.1.3	(c) the declaration not being withdrawn by the provider of such services or deregistered by the Competent Authority.	Requirement	YES	
AIII.B.7	ADR.OR.B.040 Changes	Heading		
AIII.B.7.1	(a) Any change:	Requirement	YES	
AIII.B.7.1.1	(1) affecting the terms of the certificate, its certification basis and safety-critical aerodrome equipment; or	Requirement	YES	
AIII.B.7.1.2	(2) significantly affecting elements of the aerodrome operator's management system as required in ADR.OR.D.005(b)	Requirement	YES	
AIII.B.7.1.3	shall require prior approval by the Competent Authority.	Requirement	YES	
AIII.B.7.2	(b) For other changes requiring prior approval in accordance with Regulation (EC) No 216/2008 and its Implementing Rules, the aerodrome operator shall apply for and obtain an approval issued by the Competent Authority.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIII.B.7.3	(c) The application for a change in accordance with point (a) or (b) shall be submitted before any such change takes place, in order to enable the Competent Authority to determine continued compliance with Regulation (EC) No 216/2008 and its Implementing Rules and to amend, if necessary, the certificate and related terms of the certificate attached to it.	Requirement	YES	
AIII.B.7.3.1	The change shall only be implemented upon receipt of formal approval by the Competent Authority in accordance with ADR.AR.C.040.	Requirement	YES	
AIII.B.7.3.2	During the changes, the aerodrome operator shall operate under the conditions approved by the Competent Authority.	Requirement	YES	
AIII.B.7.4	(d) Changes not requiring prior approval shall be managed and notified to the Competent Authority as defined in the procedure approved by the Competent Authority in accordance with ADR.AR.C.035(h).	Requirement	YES	
AIII.B.7.5	(e) The aerodrome operator shall provide the Competent Authority with the relevant documentation in accordance with point (f) and ADR.OR.E.005.	Requirement	YES	
AIII.B.7.6	(f) As part of its management system, as defined in ADR.OR.D.005, the aerodrome operator proposing a change to the aerodrome, its operation, its organisation or its management system shall:	Requirement	YES	
AIII.B.7.6.1	(1) determine the interdependencies with any affected parties, plan and conduct a safety assessment in coordination with these organisations;	Requirement	YES	
AIII.B.7.6.2	(2) align assumptions and mitigations with any affected parties, in a systematic way;	Requirement	YES	
AIII.B.7.6.3	(3) ensure a comprehensive assessment of the change including any necessary interactions; and	Requirement	YES	
AIII.B.7.6.4	(4) ensure that complete and valid arguments, evidence and safety criteria are established and documented to support the safety assessment, and that the change supports the improvement of safety whenever reasonably practicable.	Requirement	YES	
AIII.B.8	ADR.OR.B.050 Continuing compliance with the Agency's certification specifications	Heading		
AIII.B.8.1	The aerodrome operator, following an amendment of the certification specifications established by the Agency, shall:	Requirement	YES	
AIII.B.8.1.1	(a) perform a review to identify any certification specifications which are applicable to the aerodrome; and	Requirement	YES	
AIII.B.8.1.2	(b) if relevant, initiate a change process in accordance with ADR.OR.B.040 and implement the necessary changes at the aerodrome.	Requirement	YES	
AIII.B.9	ADR.OR.B.060 Declaration of providers of apron management services	Heading		
AIII.B.9.1	(a) Providers of apron management services that have been allowed to declare their capability and means of discharging the responsibilities associated with the provision of such services, and following an agreement with an aerodrome operator for the provision of such services at an aerodrome, shall:	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIII.B.9.1.1	(1) provide the Competent Authority with all relevant information and declare its compliance with all applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules, using a form established by the Competent Authority;	Requirement	YES	
AIII.B.9.1.2	(2) provide the Competent Authority with a list of the alternative means of compliance used, in accordance with ADR.OR.A.015(b);	Requirement	YES	
AIII.B.9.1.3	(3) maintain compliance with the applicable requirements and with the information given in the declaration;	Requirement	YES	
AIII.B.9.1.4	(4) notify the Competent Authority of any changes to its declaration or the means of compliance it uses through submission of an amended declaration; and	Requirement	YES	
AIII.B.9.1.5	(5) provide its services in accordance with the aerodrome manual and comply with all relevant provisions contained therein.	Requirement	YES	
AIII.B.9.2	(b) Before ceasing the provision of such services, the provider of apron management services shall notify the Competent Authority and the aerodrome operator.	Requirement	YES	
AIII.B.10	ADR.OR.B.065 Termination of operation	Heading		
AIII.B.10.1	An operator intending to terminate the operation of an aerodrome shall:	Requirement	YES	
AIII.B.10.1.1	(a) notify the Competent Authority as soon as possible;	Requirement	YES	
AIII.B.10.1.2	(b) provide such information to the appropriate Aeronautical Information Service provider;	Requirement	YES	
AIII.B.10.1.3	(c) surrender the certificate to the Competent Authority upon the date of termination of operation; and	Requirement	YES	
AIII.B.10.1.4	(d) ensure that appropriate measures have been taken to avoid the unintended use of the aerodrome by aircraft, unless the Competent Authority has approved the use of the aerodrome for other purposes.	Requirement	YES	
AIII.C	SUBPART C — ADDITIONAL AERODROME OPERATOR RESPONSIBILITIES (ADR.OR.C)	Heading		
AIII.C.1	ADR.OR.C.005 Aerodrome operator responsibilities	Heading		
AIII.C.1.1	(a) The aerodrome operator is responsible for the safe operation and maintenance of the aerodrome in accordance with:	Requirement	YES	
AIII.C.1.1.1	(1) Regulation (EC) No 216/2008 and its Implementing Rules;	Requirement	YES	
AIII.C.1.1.2	(2) the terms of its certificate;	Requirement	YES	
AIII.C.1.1.3	(3) the content of the aerodrome manual; and	Requirement	YES	
AIII.C.1.1.4	(4) any other manuals for the aerodrome equipment available at the aerodrome, as applicable.	Requirement	YES	
AIII.C.1.2	(b) The aerodrome operator shall ensure directly, or coordinate through arrangements as required with the accountable entities providing the following services:	Requirement	YES	
AIII.C.1.2.1	(1) the provision of air navigation services appropriate to the level of traffic and the operating conditions at the aerodrome; and	Requirement	YES	
AIII.C.1.2.2	(2) the design and maintenance of the flight procedures, in accordance with the applicable requirements.	Requirement	YES	



No.	Text	Type	Applicable to project?	Comments
AIII.C.1.3	(c) The aerodrome operator shall coordinate with the Competent Authority to ensure that relevant information for the safety of aircraft is contained in the aerodrome manual and is published where appropriate. This shall include:	Requirement	YES	
AIII.C.1.3.1	(1) exemptions or derogations granted from the applicable requirements;	Requirement	YES	
AIII.C.1.3.2	(2) provisions for which an equivalent level of safety was accepted by the Competent Authority as part of the certification basis; and	Requirement	YES	
AIII.C.1.3.3	(3) special conditions and limitations with regard to the use of the aerodrome.	Requirement	YES	
AIII.C.1.4	(d) If an unsafe condition develops at the aerodrome, the aerodrome operator shall, without undue delay, take all necessary measures to ensure that those parts of the aerodrome found to endanger safety are not used by aircraft.	Requirement	YES	
AIII.C.2	ADR.OR.C.015 Access	Heading		
AIII.C.2.1	For the purpose of determining compliance with the relevant requirements of Regulation (EC) No 216/2008 and its Implementing Rules, an aerodrome operator or provider of apron management services shall grant access to any person authorised by the Competent Authority, to:	Requirement	YES	
AIII.C.2.1.1	(a) any facility, document, records, data, procedures or any other material relevant to its activity subject to certification or declaration, whether it is contracted or not; and	Requirement	YES	
AIII.C.2.1.2	(b) perform or witness any action, inspection, test, assessment or exercise the Competent Authority finds is necessary.	Requirement	YES	
AIII.C.3	ADR.OR.C.020 Findings and corrective actions	Heading		
AIII.C.3.1	After receipt of notification of findings, the aerodrome operator or the provider of apron management services shall:	Requirement	YES	
AIII.C.3.1.1	(a) identify the root cause of the non-compliance;	Requirement	YES	
AIII.C.3.1.2	(b) define a corrective action plan; and	Requirement	YES	
AIII.C.3.1.3	(c) demonstrate the corrective action implementation to the satisfaction of the Competent Authority within the period agreed with that authority as defined in ADR.AR.C.055(d).	Requirement	YES	
AIII.C.4	ADR.OR.C.025 Immediate reaction to a safety problem — compliance with safety directives	Heading		
AIII.C.4.1	The aerodrome operator or provider of apron management services shall implement any safety measures, including safety directives, mandated by the Competent Authority in accordance with ADR.AR.A.030(c) and ADR.AR.A.040.	Requirement	YES	
AIII.C.5	ADR.OR.C.030 Occurrence reporting	Heading		
AIII.C.5.1	(a) The aerodrome operator and the provider of apron management services shall report to the Competent Authority, and to any other organisation required by the State where the aerodrome is located, any accident, serious incident and occurrence as defined in Regulation (EU) No 996/2010 of the European Parliament and the Council and Directive 2003/42/EC.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIII.C.5.2	(b) Without prejudice to point (a) the operator shall report to the Competent Authority and to the organisation responsible for the design of aerodrome equipment any malfunction, technical defect, exceeding of technical limitations, occurrence or other irregular circumstance that has or may have endangered safety and that has not resulted in an accident or serious incident.	Requirement	YES	
AIII.C.5.3	(c) Without prejudice to Regulation (EU) No 996/2010 and Directive 2003/42/EC, Commission Regulation (EC) No 1321/2007 and Commission Regulation (EC) No 1330/2007 the reports referred to in points (a) and (b) shall be made in a form and manner established by the Competent Authority and contain all pertinent information about the condition known to the aerodrome operator or the provider of apron management services.	Requirement	YES	
AIII.C.5.4	(d) Reports shall be made as soon as practicable, but in any case within 72 hours of the aerodrome operator or the provider of the apron management services identifying the condition to which the report relates, unless exceptional circumstances prevent this.	Requirement	YES	
AIII.C.5.5	(e) Where relevant, the aerodrome operator or the provider of apron management services shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified. This report shall be produced in a form and manner established by the Competent Authority.	Requirement	YES	
AIII.C.6	ADR.OR.C.040 Prevention of fire	Heading		
AIII.C.6.1	The aerodrome operator shall establish procedures to prohibit:	Requirement	YES	
AIII.C.6.1.1	(a) smoking within the movement area, other operational areas of the aerodrome, or areas of the aerodrome where fuel or other flammable material is stored;	Requirement	YES	
AIII.C.6.1.2	(b) display of an open flame or undertaking of an activity that would create a fire hazard within:	Requirement	YES	
AIII.C.6.1.2.1	(1) areas of the aerodrome where fuel or other flammable material is stored;	Requirement	YES	
AIII.C.6.1.2.2	(2) the movement area or other operational areas of the aerodrome, unless authorised by the aerodrome operator.	Requirement	YES	
AIII.C.7	ADR.OR.C.045 Use of alcohol, psychoactive substances and medicines	Heading		
AIII.C.7.1	(a) The aerodrome operator shall establish procedures on the level of consumption of alcohol, psychoactive substances and medicines by:	Requirement	YES	
AIII.C.7.1.1	(1) personnel involved in the operation, rescue and firefighting, and maintenance of the aerodrome;	Requirement	YES	
AIII.C.7.1.2	(2) unescorted persons operating on the movement area or other operational areas of the aerodrome.	Requirement	YES	
AIII.C.7.2	(b) These procedures shall include the requirements that such persons shall:	Requirement	YES	
AIII.C.7.2.1	(1) not consume alcohol during their duty period;	Requirement	YES	
AIII.C.7.2.2	(2) not perform any duties under the influence:	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIII.C.7.2.2.1	(i) of alcohol, or any psychoactive substance; or	Requirement	YES	
AIII.C.7.2.2.2	(ii) any medicine that may have an effect on his/her abilities in a manner contrary to safety.	Requirement	YES	
AIII.D	SUBPART D — MANAGEMENT (ADR.OR.D)	Heading		
AIII.D.1	ADR.OR.D.005 Management system	Heading		
AIII.D.1.1	(a) The aerodrome operator shall implement and maintain a management system integrating a safety management system.	Requirement	YES	
AIII.D.1.2	(b) The management system shall include:	Requirement	YES	
AIII.D.1.2.1	(1) clearly defined lines of responsibility and accountability throughout the aerodrome operator, including a direct accountability for safety on the part of senior management;	Requirement	YES	
AIII.D.1.2.2	(2) a description of the overall philosophies and principles of the aerodrome operator with regard to safety, referred to as the safety policy, signed by the accountable manager;	Requirement	YES	
AIII.D.1.2.3	(3) a formal process that ensures that hazards in operations are identified;	Requirement	YES	
AIII.D.1.2.4	(4) a formal process that ensures analysis, assessment and mitigation of the safety risks in aerodrome operations;	Requirement	YES	
AIII.D.1.2.5	(5) the means to verify the safety performance of the aerodrome operator's organisation in reference to the safety performance indicators and safety performance targets of the safety management system, and to validate the effectiveness of safety risk controls;	Requirement	YES	
AIII.D.1.2.6	(6) a formal process to:	Requirement	YES	
AIII.D.1.2.6.1	(i) identify changes within the aerodrome operator's organisation, management system, the aerodrome or its operation which may affect established processes, procedures and services;	Requirement	YES	
AIII.D.1.2.6.2	(ii) describe the arrangements to ensure safety performance before implementing changes; and	Requirement	YES	
AIII.D.1.2.6.3	(iii) eliminate or modify safety risk controls that are no longer needed or effective due to changes in the operational environment;	Requirement	YES	
AIII.D.1.2.7	(7) a formal processes to review the management system referred to in paragraph (a), identify the causes of substandard performance of the safety management system, determine the implications of such substandard performance in operations, and eliminate or mitigate such causes;	Requirement	YES	
AIII.D.1.2.8	(8) a safety training programme that ensures that personnel involved in the operation, rescue and firefighting, maintenance and management of the aerodrome are trained and competent to perform the safety management system duties;	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIII.D.1.2.9	(9) formal means for safety communication that ensures that personnel are fully aware of the safety management system, conveys safety critical information, and explains why particular safety actions are taken and why safety procedures are introduced or changed;	Requirement	YES	
AIII.D.1.2.10	(10) coordination of the safety management system with the aerodrome emergency response plan; and coordination of the aerodrome emergency response plan with the emergency response plans of those organisations it must interface with during the provision of aerodrome services; and	Requirement	YES	
AIII.D.1.2.11	(11) a formal process to monitor compliance of the organisation with the relevant requirements.	Requirement	YES	
AIII.D.1.3	(c) The aerodrome operator shall document all management system key processes.	Requirement	YES	
AIII.D.1.4	(d) The management system shall be proportionate to the size of the organisation and its activities, taking into account the hazards and associated risks inherent in these activities.	Requirement	YES	
AIII.D.1.5	(e) In the case that the aerodrome operator holds also a certificate to provide air navigation services, it shall ensure that the management system covers all activities in the scope of its certificates.	Requirement	YES	
AIII.D.2	ADR.OR.D.007 Management of aeronautical data and aeronautical information	Heading		
AIII.D.2.1	(a) As part of its management system, the aerodrome operator shall implement and maintain a quality management system covering:	Requirement	YES	
AIII.D.2.1.1	(1) its aeronautical data activities; and	Requirement	YES	
AIII.D.2.1.2	(2) its aeronautical information provision activities.	Requirement	YES	
AIII.D.2.2	(b) The aerodrome operator shall define procedures for meeting the safety and security management objectives with respect to:	Requirement	YES	
AIII.D.2.2.1	(1) aeronautical data activities; and	Requirement	YES	
AIII.D.2.2.2	(2) aeronautical information provision activities.	Requirement	YES	
AIII.D.3	ADR.OR.D.010 Contracted activities	Heading		
AIII.D.3.1	(a) Contracted activities include all activities within the aerodrome operator's scope in accordance with the terms of the certificate that are performed by other organisations either itself certified to carry out such activity or if not certified, working under the aerodrome operator's approval. The aerodrome operator shall ensure that when contracting or purchasing any part of its activity, the contracted or purchased service or equipment or system conforms to the applicable requirements.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIII.D.3.2	(b) When an aerodrome operator contracts any part of its activity to an organisation that is not itself certified in accordance with this Part to carry out such activity, the contracted organisation shall work under the approval and oversight of the aerodrome operator. The aerodrome operator shall ensure that the Competent Authority is given access to the contracted organisation, to determine continued compliance with the applicable requirements.	Requirement	YES	
AIII.D.4	ADR.OR.D.015 Personnel requirements	Heading		
AIII.D.4.1	(a) The aerodrome operator shall appoint an accountable manager, who has the authority for ensuring that all activities can be financed and carried out in accordance with the applicable requirements. The accountable manager shall be responsible for establishing and maintaining an effective management system.	Requirement	YES	
AIII.D.4.2	(b) The aerodrome operator shall nominate persons responsible for the management and supervision of the following areas:	Requirement	YES	
AIII.D.4.2.1	(1) operational services of the aerodrome; and	Requirement	YES	
AIII.D.4.2.2	(2) maintenance of the aerodrome.	Requirement	YES	
AIII.D.4.3	(c) The aerodrome operator shall nominate a person or group of persons responsible for the development, maintenance and day-to-day management of the safety management system.	Requirement	YES	
AIII.D.4.3.1	Those persons shall act independently of other managers within the organisation, shall have direct access to the accountable manager and to appropriate management for safety matters and shall be responsible to the accountable manager.	Requirement	YES	
AIII.D.4.4	(d) The aerodrome operator shall have sufficient and qualified personnel for the planned tasks and activities to be performed in accordance with the applicable requirements.	Requirement	YES	
AIII.D.4.5	(e) The aerodrome operator shall assign a sufficient number of personnel supervisors to defined duties and responsibilities, taking into account the structure of the organisation and the number of personnel employed.	Requirement	YES	
AIII.D.4.6	(f) The aerodrome operator shall ensure that personnel involved in the operation, maintenance and management of the aerodrome are adequately trained in accordance with the training programme.	Requirement	YES	
AIII.D.5	ADR.OR.D.017 Training and proficiency check programmes	Heading		
AIII.D.5.1	(a) The aerodrome operator shall establish and implement a training programme for personnel involved in the operation, maintenance and management of the aerodrome.	Requirement	YES	
AIII.D.5.2	(b) The aerodrome operator shall ensure that unescorted persons operating on the movement area or other operational areas of the aerodrome are adequately trained.	Requirement	YES	
AIII.D.5.3	(c) The aerodrome operator shall ensure that persons referred to in points (a) and (b) above have demonstrated their capabilities in the performance of their assigned duties through proficiency check at adequate intervals to ensure continued competence.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIII.D.5.4	(d) The aerodrome operator shall ensure that:	Requirement	YES	
AIII.D.5.4.1	(1) adequately qualified and experienced instructors and assessors for the implementation of the training programme are used; and	Requirement	YES	
AIII.D.5.4.2	(2) suitable facilities and means are used for the provision of the training.	Requirement	YES	
AIII.D.5.5	(e) The aerodrome operator shall:	Requirement	YES	
AIII.D.5.5.1	(1) maintain appropriate qualification, training and proficiency check records to demonstrate compliance with this requirement;	Requirement	YES	
AIII.D.5.5.2	(2) on request, make such records available to its personnel concerned; and	Requirement	YES	
AIII.D.5.5.3	(3) if a person is employed by another employer, on request, make such records of that person available to that new employer.	Requirement	YES	
AIII.D.6	ADR.OR.D.020 Facilities requirements	Heading		
AIII.D.6.1	(a) The aerodrome operator shall ensure that adequate and appropriate facilities are available to its personnel or personnel employed by parties with whom it has contracted for the provision of aerodrome operational and maintenance services.	Requirement	YES	
AIII.D.6.2	(b) The aerodrome operator shall designate appropriate areas at the aerodrome to be used for the storage of dangerous goods transported through the aerodrome, in accordance with the Technical Instructions.	Requirement	YES	
AIII.D.7	ADR.OR.D.025 Coordination with other organisations	Heading		
AIII.D.7.1	The aerodrome operator shall:	Requirement	YES	
AIII.D.7.1.1	(a) ensure that the management system of the aerodrome addresses the coordination and interface with the safety procedures of other organisations operating or providing services at the aerodrome; and	Requirement	YES	
AIII.D.7.1.2	(b) ensure that such organisations have safety procedures in place to comply with the applicable requirements of Regulation (EC) No 216/2008 and its Implementing Rules and the requirements laid down in the aerodrome manual.	Requirement	YES	
AIII.D.8	ADR.OR.D.027 Safety programmes	Heading		
AIII.D.8.1	The aerodrome operator shall:	Requirement	YES	
AIII.D.8.1.1	(a) establish, lead and implement programmes to promote safety and the exchange of safety-relevant information; and	Requirement	YES	
AIII.D.8.1.2	(b) encourage organisations operating or providing services at the aerodrome to be involved in such programmes.	Requirement	YES	
AIII.D.9	ADR.OR.D.030 Safety reporting system	Heading		
AIII.D.9.1	(a) The aerodrome operator shall establish and implement a safety reporting system for all personnel and organisations operating or providing services at the aerodrome, in order to promote safety at, and the safe use of, the aerodrome.	Requirement	YES	
AIII.D.9.2	(b) The aerodrome operator, in accordance with ADR.OR.D.005 (b)(3), shall:	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIII.D.9.2.1	(1) require that the personnel and organisations mentioned in point (a) use the safety reporting system for the mandatory reporting of any accident, serious incident and occurrence; and	Requirement	YES	
AIII.D.9.2.2	(2) ensure that the safety reporting system may be used for the voluntary reporting of any defect, fault and safety hazard which could impact safety.	Requirement	YES	
AIII.D.9.3	(c) The safety reporting system shall protect the identity of the reporter, encourage voluntary reporting and include the possibility that reports may be submitted anonymously.	Requirement	YES	
AIII.D.9.4	(d) The aerodrome operator shall:	Requirement	YES	
AIII.D.9.4.1	(1) record all reports submitted;	Requirement	YES	
AIII.D.9.4.2	(2) analyse and assess the reports, as appropriate, in order to address safety deficiencies and identify trends;	Requirement	YES	
AIII.D.9.4.3	(3) ensure that all organisations operating or providing services at the aerodrome which are relevant to the safety concern, participate in the analysis of such reports and that any corrective and/or preventive measures identified are implemented;	Requirement	YES	
AIII.D.9.4.4	(4) conduct investigations of reports, as appropriate; and	Requirement	YES	
AIII.D.9.4.5	(5) refrain from attribution of blame in line with the 'just culture' principles.	Requirement	YES	
AIII.D.10	ADR.OR.D.035 Record keeping	Heading		
AIII.D.10.1	(a) The aerodrome operator shall establish an adequate system of record keeping, covering all its activities undertaken under Regulation (EC) No 216/2008 and its Implementing Rules.	Requirement	YES	
AIII.D.10.2	(b) The format of the records shall be specified in the aerodrome manual.	Requirement	YES	
AIII.D.10.3	(c) Records shall be stored in a manner that ensures protection from damage, alteration and theft.	Requirement	YES	
AIII.D.10.4	(d) Records shall be kept for a minimum of five years, except that the below records shall be kept as follows:	Requirement	YES	
AIII.D.10.4.1	(1) the aerodrome certification basis, the alternative means of compliance in use and the current aerodrome or aerodrome operator certificate(s), for the lifespan of the certificate;	Requirement	YES	
AIII.D.10.4.2	(2) arrangements with other organisations, for as long as such arrangements are in effect;	Requirement	YES	
AIII.D.10.4.3	(3) manuals of aerodrome equipment or systems employed at the aerodrome, for as long as they are used at the aerodrome;	Requirement	YES	
AIII.D.10.4.4	(4) safety assessment reports for the lifetime of the system/procedure/activity;	Requirement	YES	
AIII.D.10.4.5	(5) personnel training, qualifications, and medical records as well as their proficiency checks, as appropriate, for at least four years after the end of their employment, or until the area of their employment has been audited by the Competent Authority; and	Requirement	YES	
AIII.D.10.4.6	(6) the current version of the hazard register.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIII.D.10.5	(e) All records shall be subject to applicable data protection law.	Requirement	YES	
AIII.E	SUBPART E — AERODROME MANUAL AND DOCUMENTATION (ADR.OR.E)	Heading		
AIII.E.1	ADR.OR.E.005 Aerodrome manual	Heading		
AIII.E.1.1	(a) The aerodrome operator shall establish and maintain an aerodrome manual.	Requirement	YES	
AIII.E.1.2	(b) The content of the aerodrome manual shall reflect the certification basis and the requirements set out in this Part and Part-ADR.OPS, as applicable, and shall not contravene the terms of the certificate. The aerodrome manual shall contain or refer to all necessary information for the safe use, operation and maintenance of the aerodrome, its equipment, as well as its obstacle limitation and protection surfaces and other areas associated with the aerodrome.	Requirement	YES	
AIII.E.1.3	(c) The aerodrome manual may be issued in separate parts.	Requirement	YES	
AIII.E.1.4	(d) The aerodrome operator shall ensure that all aerodrome personnel and all other relevant organisation's personnel have easy access to the portions of the aerodrome manual that are relevant to their duties and responsibilities.	Requirement	YES	
AIII.E.1.5	(e) The aerodrome operator shall:	Requirement	YES	
AIII.E.1.5.1	(1) supply the Competent Authority with the intended amendments and revisions of the aerodrome manual, for items requiring prior approval in accordance with ADR.OR.B.040, in advance of the effective date and ensure that they do not become effective before obtaining the Competent Authority's approval; or	Requirement	YES	
AIII.E.1.5.2	(2) supply the Competent Authority with the intended amendments and revisions of the aerodrome manual in advance of the effective date, if the proposed amendment or revision of the aerodrome manual requires only a notification to the Competent Authority in accordance with ADR.OR.B.040(d) and ADR.OR.B.015(b).	Requirement	YES	
AIII.E.1.6	(f) Notwithstanding point (e), when amendments or revisions are required in the interest of safety, they may be published and applied immediately, provided that any approval required has been applied for.	Requirement	YES	
AIII.E.1.7	(g) The aerodrome operator shall:	Requirement	YES	
AIII.E.1.7.1	(1) review the content of the aerodrome manual, ensure that it is kept up to date and amended whenever necessary;	Requirement	YES	
AIII.E.1.7.2	(2) incorporate all amendments and revisions required by the Competent Authority; and	Requirement	YES	
AIII.E.1.7.3	(3) make all aerodrome personnel and other relevant organisations aware of the changes that are relevant to their duties and responsibilities.	Requirement	YES	
AIII.E.1.8	(h) The aerodrome operator shall ensure that any information taken from other approved documents, and any amendment thereof, is correctly reflected in the aerodrome manual. This does not prevent the aerodrome operator from publishing more conservative data and procedures in the aerodrome manual.	Requirement	YES	
AIII.E.1.9	(i) The aerodrome operator shall ensure that:	Requirement	YES	



No.	Text	Type	Applicable to project?	Comments
AIII.E.1.9.1	(1) the aerodrome manual is written in a language acceptable to the Competent Authority; and	Requirement	YES	
AIII.E.1.9.2	(2) all personnel are able to read and understand the language in which those parts of the aerodrome manual and other operational documents pertaining to their duties and responsibilities are written.	Requirement	YES	
AIII.E.1.10	(j) The aerodrome operator shall ensure that the aerodrome manual:	Requirement	YES	
AIII.E.1.10.1	(1) is signed by the accountable manager of the aerodrome;	Requirement	YES	
AIII.E.1.10.2	(2) is printed or is in electronic format and is easy to revise;	Requirement	YES	
AIII.E.1.10.3	(3) has a system for version control management which is applied and made visible in the aerodrome manual; and	Requirement	YES	
AIII.E.1.10.4	(4) observes human factors principles and is organised in a manner that facilitates its preparation, use and review.	Requirement	YES	
AIII.E.1.11	(k) The aerodrome operator shall keep at least one complete and current copy of the aerodrome manual at the aerodrome and make it available for inspection by the Competent Authority.	Requirement	YES	
AIII.E.1.12	(l) The content of the aerodrome manual shall be as follows:	Requirement	YES	
AIII.E.1.12.1	(1) General;	Requirement	YES	
AIII.E.1.12.2	(2) Aerodrome management system, qualification and training requirements;	Requirement	YES	
AIII.E.1.12.3	(3) Particulars of the aerodrome site;	Requirement	YES	
AIII.E.1.12.4	(4) Particulars of the aerodrome required to be reported to the Aeronautical Information Service; and	Requirement	YES	
AIII.E.1.12.5	(5) Particulars of the operating procedures of the aerodrome, its equipment and safety measures.	Requirement	YES	
AIII.E.2	ADR.OR.E.010 Documentation requirements	Heading		
AIII.E.2.1	(a) The aerodrome operator shall ensure the availability of any other documentation required and associated amendments.	Requirement	YES	
AIII.E.2.2	(b) The aerodrome operator shall be capable of distributing operational instructions and other information without delay.	Requirement	YES	
AIV	ANNEX IV - Part Operations Requirements — Aerodromes (Part-ADR.OPS)	Heading		
AIV.A	SUBPART A — AERODROME DATA (ADR.OPS.A)	Heading		
AIV.A.1	ADR.OPS.A.005 Aerodrome data	Heading		
AIV.A.1.1	The aerodrome operator shall as appropriate:	Requirement	YES	
AIV.A.1.1.1	(a) determine, document and maintain data relevant to the aerodrome and available services;	Requirement	YES	
AIV.A.1.1.2	(b) provide data relevant to the aerodrome and available services to the users and the relevant air traffic services and aeronautical information services providers.	Requirement	YES	
AIV.A.2	ADR.OPS.A.010 Data quality requirements	Heading		

No.	Text	Type	Applicable to project?	Comments
AIV.A.2.1	The aerodrome operator shall have formal arrangements with organisations with which it exchanges aeronautical data and/or aeronautical information.	Requirement	YES	
AIV.A.2.1.1	(a) All data relevant to the aerodrome and available services shall be provided by the aerodrome operator with the required quality and integrity.	Requirement	YES	
AIV.A.2.1.2	(b) When data relevant to the aerodrome and available services are published, the aerodrome operator, shall:	Requirement	YES	
AIV.A.2.1.2.1	(1) monitor data relevant to the aerodrome and available services originating from the aerodrome operator and promulgated by the relevant air traffic services providers and aeronautical information services providers;	Requirement	YES	
AIV.A.2.1.2.2	(2) notify the relevant aeronautical information services providers of any changes necessary to ensure correct and complete data relevant to the aerodrome and available services, originating from the aerodrome operator;	Requirement	YES	
AIV.A.2.1.2.3	(3) notify the relevant air traffic services providers and aeronautical information services providers when the published data originating from the aerodrome operator are incorrect or inappropriate.	Requirement	YES	
AIV.A.3	ADR.OPS.A.015 Coordination between aerodrome operators and providers of aeronautical information services	Heading		
AIV.A.3.1	(a) To ensure that aeronautical information services providers obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information, the aerodrome operator shall make arrangements to report to the relevant aeronautical information service providers, with a minimum of delay, the following:	Requirement	YES	
AIV.A.3.1.1	(1) information on the aerodrome conditions, disabled aircraft removal, rescue and firefighting and visual approach slope indicator systems;	Requirement	YES	
AIV.A.3.1.2	(2) the operational status of associated facilities, services and navigational aids at the aerodrome;	Requirement	YES	
AIV.A.3.1.3	(3) any other information considered to be of operational significance.	Requirement	YES	
AIV.A.3.2	(b) Before introducing changes to the air navigation system, the aerodrome operator shall take due account of the time needed by the relevant aeronautical information services for the preparation, production and issue of relevant material for promulgation.	Requirement	YES	
AIV.B	SUBPART B — AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS (ADR.OPS.B)	Heading		
AIV.B.1	ADR.OPS.B.001 Provision of services	Heading		
AIV.B.1.1	The services under Subpart B of this Annex shall be provided at the aerodrome by the aerodrome operator directly or indirectly.	Requirement	YES	
AIV.B.2	ADR.OPS.B.005 Aerodrome emergency planning	Heading		
AIV.B.2.1	The aerodrome operator shall have and implement an aerodrome emergency plan that:	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIV.B.2.1.1	(a) is commensurate with the aircraft operations and other activities conducted at the aerodrome;	Requirement	YES	
AIV.B.2.1.2	(b) provides for the coordination of appropriate organisations in response to an emergency occurring at an aerodrome or in its surroundings; and	Requirement	YES	
AIV.B.2.1.3	(c) contains procedures for periodic testing of the adequacy of the plan and for reviewing the results in order to improve its effectiveness.	Requirement	YES	
AIV.B.3	ADR.OPS.B.010 Rescue and firefighting services	Heading		
AIV.B.3.1	(a) The aerodrome operator shall ensure that:	Requirement	YES	
AIV.B.3.1.1	(1) aerodrome rescue and firefighting facilities, equipment and services are provided;	Requirement	YES	
AIV.B.3.1.2	(2) adequate equipment, fire extinguishing agents and sufficient personnel are available in a timely manner;	Requirement	YES	
AIV.B.3.1.3	(3) rescue and firefighting personnel are properly trained, equipped and qualified to operate in the aerodrome environment; and	Requirement	YES	
AIV.B.3.1.4	(4) rescue and firefighting personnel potentially required to act in aviation emergencies demonstrate their medical fitness to execute their functions satisfactorily, taking into account the type of activity.	Requirement	YES	
AIV.B.3.2	(b) The aerodrome operator shall establish and implement a training programme for persons involved in rescue and firefighting services of the aerodrome;	Requirement	YES	
AIV.B.3.3	(c) The aerodrome operator shall implement proficiency checks at adequate intervals to ensure continued competence;	Requirement	YES	
AIV.B.3.4	(d) The aerodrome operator shall ensure that:	Requirement	YES	
AIV.B.3.4.1	(1) adequately qualified and experienced instructors and assessors for the implementation of the training programme are used; and	Requirement	YES	
AIV.B.3.4.2	(2) suitable facilities and means are used for the provision of the training.	Requirement	YES	
AIV.B.3.5	(e) The aerodrome operator shall:	Requirement	YES	
AIV.B.3.5.1	(1) maintain appropriate qualification, training and proficiency check records to demonstrate compliance with this requirement;	Requirement	YES	
AIV.B.3.5.2	(2) on request, make such records available to its personnel concerned; and	Requirement	YES	
AIV.B.3.5.3	(3) if a person is employed by another employer, on request, make such records of that person available to that new employer.	Requirement	YES	
AIV.B.3.6	(f) Temporary reduction of the level of protection of the aerodrome's rescue and firefighting services, due to unforeseen circumstances, shall not require prior approval by the Competent Authority.	Requirement	YES	
AIV.B.4	ADR.OPS.B.015 Monitoring and inspection of movement area and related facilities	Heading		
AIV.B.4.1	(a) The aerodrome operator shall monitor the condition of the movement area and the operational status of related facilities and report on matters of operational significance, whether of a temporary or permanent nature, to the relevant air traffic services providers and aeronautical information services providers.	Requirement	YES	

No.	Text	Type	Applicable to project?	Comments
AIV.B.4.2	(b) The aerodrome operator shall carry out regular inspections of the movement area and its related facilities.	Requirement	YES	
AIV.B.5	ADR.OPS.B.020 Wildlife strike hazard reduction	Heading		
AIV.B.5.1	The aerodrome operator shall:	Requirement	YES	
AIV.B.5.1.1	(a) assess the wildlife hazard on, and in the surrounding, of the aerodrome;	Requirement	YES	
AIV.B.5.1.2	(b) establish means and procedures to minimise the risk of collisions between wildlife and aircraft, at the aerodrome; and	Requirement	YES	
AIV.B.5.1.3	(c) notify the appropriate authority if a wildlife assessment indicates conditions in the surroundings of the aerodrome are conducive to a wildlife hazard problem.	Requirement	YES	
AIV.B.6	ADR.OPS.B.025 Operation of vehicles	Heading		
AIV.B.6.1	The aerodrome operator shall establish and implement procedures for the training, assessment and authorisation of all drivers operating on the movement area.	Requirement	YES	
AIV.B.7	ADR.OPS.B.030 Surface movement guidance and control system	Heading		
AIV.B.7.1	The aerodrome operator shall ensure that a surface movement guidance and control system is provided at the aerodrome.	Requirement	YES	
AIV.B.8	ADR.OPS.B.035 Operations in winter conditions	Heading		
AIV.B.8.1	The aerodrome operator shall ensure that means and procedures are established and implemented for providing safe conditions for aerodrome operations during winter conditions.	Requirement	YES	
AIV.B.9	ADR.OPS.B.040 Night operations	Heading		
AIV.B.9.1	The aerodrome operator shall ensure that means and procedures are established and implemented for providing safe conditions for aerodrome operation during night operations.	Requirement	YES	
AIV.B.10	ADR.OPS.B.045 Low visibility operations	Heading		
AIV.B.10.1	(a) The aerodrome operator shall ensure that means and procedures are established and implemented for providing safe conditions for aerodrome operations in low visibility conditions.	Requirement	YES	
AIV.B.10.2	(b) Low visibility procedures shall require prior approval by the Competent Authority.	Requirement	YES	
AIV.B.11	ADR.OPS.B.050 Operations in adverse weather conditions	Heading		
AIV.B.11.1	The aerodrome operator shall ensure that means and procedures are established and implemented to ensure the safety of aerodrome operations in adverse weather conditions.	Requirement	YES	
AIV.B.12	ADR.OPS.B.055 Fuel quality	Heading		
AIV.B.12.1	The aerodrome operator shall verify that organisations involved in storing and dispensing of fuel to aircraft have procedures to ensure that aircraft are provided with uncontaminated fuel and of the correct specification.	Requirement	YES	
AIV.B.13	ADR.OPS.B.065 Visual aids and aerodrome electrical systems	Heading		

No.	Text	Type	Applicable to project?	Comments
AIV.B.13.1	The aerodrome operator shall have procedures to ensure that aerodrome visual aids and electrical systems function as intended.	Requirement	YES	
AIV.B.14	ADR.OPS.B.070 Aerodrome works safety	Heading		
AIV.B.14.1	(a) The aerodrome operator shall establish and implement procedures to ensure that:	Requirement	YES	
AIV.B.14.1.1	(1) aircraft safety is not affected by aerodrome works; and	Requirement	YES	
AIV.B.14.1.2	(2) aerodrome works safety is not affected by aerodrome operational activities.	Requirement	YES	
AIV.B.15	ADR.OPS.B.075 Safeguarding of aerodromes	Heading		
AIV.B.15.1	(a) The aerodrome operator shall monitor on the aerodrome and its surroundings:	Requirement	YES	
AIV.B.15.1.1	(1) obstacle limitation and protection surfaces as established in accordance with the certification basis, and other surfaces and areas associated with the aerodrome, in order to take, within its competence, appropriate action to mitigate the risks associated with the penetration of those surfaces and areas;	Requirement	YES	
AIV.B.15.1.2	(2) marking and lighting of obstacles in order to be able to take action within its competence, as appropriate; and	Requirement	YES	
AIV.B.15.1.3	(3) hazards related to human activities and land use in order to take action within its competence, as appropriate.	Requirement	YES	
AIV.B.15.2	(b) The aerodrome operator shall have procedures in place for mitigating the risks associated with obstacles, developments and other activities within the monitored areas that could impact safe operations of aircraft operating at, to or from the aerodrome.	Requirement	YES	
AIV.B.16	ADR.OPS.B.080 Marking and lighting of vehicles and other mobile objects	Heading		
AIV.B.16.1	The aerodrome operator shall ensure that vehicles and other mobile objects, excluding aircraft, on the movement area of the aerodrome are marked and if the vehicles are used at night or in conditions of low visibility, lighted. Aircraft servicing equipment and vehicles used only on aprons may be exempted.	Requirement	YES	
AIV.B.17	ADR.OPS.B.090 Use of the aerodrome by higher code letter aircraft	Heading		
AIV.B.17.1	(a) Except for aircraft emergency situations, an aerodrome operator may, subject to prior approval by the Competent Authority, permit the use of the aerodrome or parts thereof by aircraft with a higher code letter than the aerodrome design characteristics specified in the terms of the certificate.	Requirement	YES	
AIV.B.17.2	(b) In showing compliance with point (a), the provisions of ADR.OR.B.040 shall apply.	Requirement	YES	
AIV.C	SUBPART C — AERODROME MAINTENANCE (ADR.OPS.C)	Heading		
AIV.C.1	ADR.OPS.C.005 General	Heading		
AIV.C.1.1	The aerodrome operator shall establish and implement a maintenance programme, including preventive maintenance where appropriate, to maintain aerodrome facilities so that they comply with the essential requirements set in Annex Va to Regulation (EC) No 216/2008.	Requirement	YES	
AIV.C.2	ADR.OPS.C.010 Pavements, other ground surfaces and drainage	Heading		

No.	Text	Type	Applicable to project?	Comments
AIV.C.2.1	(a) The aerodrome operator shall inspect the surfaces of all movement areas including pavements (runways, taxiways and aprons), adjacent areas and drainage to regularly assess their condition as part of an aerodrome preventive and corrective maintenance programme.	Requirement	YES	
AIV.C.2.2	(b) The aerodrome operator shall:	Requirement	YES	
AIV.C.2.2.1	(1) maintain the surfaces of all movement areas with the objective of avoiding and eliminating any loose object/debris that might cause damage to aircraft or impair the operation of aircraft systems;	Requirement	YES	
AIV.C.2.2.2	(2) maintain the surface of runways, taxiways and aprons in order to prevent the formation of harmful irregularities;	Requirement	YES	
AIV.C.2.2.3	(3) take corrective maintenance action when the friction characteristics for either the entire runway or a portion thereof, when uncontaminated, are below a minimum friction level. The frequency of these measurements shall be sufficient to determine the trend of the surface friction characteristics of the runway.	Requirement	YES	
AIV.C.3	ADR.OPS.C.015 Visual aids and electrical systems	Heading		
AIV.C.3.1	The aerodrome operator shall establish and ensure the implementation of a system of corrective and preventive maintenance of visual aids and electrical systems to ensure lighting and marking system availability, reliability and compliance.	Requirement	YES	

Document: European Aviation Safety Agency Notice of Proposed Amendment 2016-09(B) - Requirements for air traffic services

No.	Text	Type	Applicable to project?	Comments
	Proposed amendments to the ATM/ANS Common Requirements - Commission Implementing Regulation (EU) 2016/1377 of 4 August 2016 laying down common requirements for service providers and the oversight in air traffic management/air navigation services and other air traffic management network functions, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011 and (EU) No 1035/2011 and amending Regulation (EU) No 677/2011	Heading		
1	Section 3 — Flight information service	Heading		
1.1	ATS.TR.310 Voice-automatic terminal information service (Voice-ATIS) broadcasts	Heading		
1.1.1	<i>(a) Voice-automatic terminal information service (Voice-ATIS) broadcasts shall be provided at aerodromes where there is a requirement to reduce the communication load on the ATS VHF air-ground communication channels. When provided, they shall comprise:</i>	Requirement	NO	
1.1.1.1	<i>(1) one broadcast serving arriving aircraft; or</i>	Requirement	NO	
1.1.1.2	<i>(2) one broadcast serving departing aircraft; or</i>	Requirement	NO	
1.1.1.3	<i>(3) one broadcast serving both arriving and departing aircraft; or</i>	Requirement	NO	
1.1.1.4	<i>(4) two broadcasts serving arriving and departing aircraft respectively at those aerodromes where the length of a broadcast serving both arriving and departing aircraft would be excessively long.</i>	Requirement	NO	
1.1.2	<i>(b) A discrete VHF frequency shall, whenever practicable, be used for Voice-ATIS broadcasts. If a discrete frequency is not available, the transmission may be made on the voice channel(s) of the most appropriate terminal navigation aid(s), preferably a VOR, provided the range and readability are adequate and the identification of the navigation aid is sequenced with the broadcast so that the latter is not obliterated.</i>	Requirement	YES	Navigation aid used for IFR operations shall not be affected.
1.1.3	<i>(c) Voice-ATIS broadcasts shall not be transmitted on the voice channel of an ILS.</i>	Requirement	YES	Navigation aid used for IFR operations shall not be affected.
1.1.4	<i>(d) Whenever Voice-ATIS is provided, the broadcast shall be continuous and repetitive.</i>	Requirement	NO	
1.1.5	<i>(e) The information contained in the current broadcast shall immediately be made known to the ATS unit(s) concerned with the provision to aircraft of information relating to approach, landing and take-off, whenever the message has not been prepared by that (those) unit(s).</i>	Requirement	NO	
1.1.6	<i>(f) Voice-ATIS broadcasts provided at designated aerodromes for use by international air services shall be available in the English language as a minimum.</i>	Requirement	NO	

No.	Text	Type	Applicable to project?	Comments
1.1.7	(g) The Voice-ATIS broadcast message shall, whenever practicable, not exceed 30 seconds, care being taken that the readability of the ATIS message is not impaired by the speed of the transmission or by the identification signal of a navigation aid used for transmission of ATIS.	Requirement	YES	Navigation aid used for IFR operations shall not be affected.