

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

ANNEX 1 - Personnel Licensing - Eleventh Edition

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

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

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

ANNEX 2 - Rules Of The Air - Tenth Edition

Reference	Difference	Remarks
Chapter 3 3.2.2	(b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.	New Provision. Implementing Regulation (EU) No 923/2012, SERA. 3210 (b)
Chapter 3 3.2.2.4	(i) Sail-planes overtaking. A sail-plane overtaking another sail-plane may alter its course to the right or to the left.	New Provisions. Implementing Regulation (EU) No 923/2012 paragraph SERA.3210(c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4.
Chapter 3 3.2.3.2 (b)	(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable.	Implementing Regulation (EU) No 923/2012, paragraph SERA.3215 (b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2 (b) of the under lined text.
Chapter 3 3.2.5(c) and (d)	(c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC (d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable	Implementing Regulation (EU) No 923/2012, paragraph SERA. 3225 differs from ICAO Standard in Annex 2, 3.2.5(c) and 3.2.5 (d) in that it specifies that sub-paragraphs (c) and (d) do not apply to balloons.
Chapter 3 3.3.1.2	any flight across international borders, unless otherwise prescribed by the States concerned 6) Any flight planned to operate at night, if leaving the vicinity of an aerodrome	ICAO Annex 2, 3.3.1.2 is replaced with Implementing Regulation (EU) No 923/2012 SERA. 4001(b). The differences between this ICAO Standard and this Union regulation are as outlined - With regard to VFR flights planned to operate across international borders, the Union regulation (SERA.4001 (b) (5)) differs from the ICAO Standard in Annex 2, 3.3.1.2 (e) with the addition of the underlined text. - With regard to VFR and IFR flights planned to operate at night, an additional requirement is inserted to Union regulation SERA. 4001 (b) (6).
Chapter 3 3.8 and Appendix 2		The words in distress of Chapter 3 Part 3.8, are not included in Union Law, thus enlarging the scope of escort missions to an type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union Law

ANNEX 2 - Rules Of The Air - Tenth Edition

Reference	Difference	Remarks
Chapter 4 4.3	<p>(c) When so prescribed by the competent authority, VFR flights at night may be permitted under the following conditions</p> <ol style="list-style-type: none"> 1. if leaving the vicinity of an aerodrome, a flight plan shall be submitted 2. flights shall establish and maintain two-way radio communications on the appropriate ATS communication channel, when available; 3. the VMC visibility and distance from cloud minima as specified in Table S5-1 shall apply except that: <ol style="list-style-type: none"> i. the ceiling shall not be less than 450m(1500ft); ii. the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply iii. in airspace classes B,C,D,E,F and G at and below 900m (3000ft) AMSL or 300m (1000ft) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; and iv. for mountainous area, higher VMC visibility and distance from cloud minima may be prescribed by the competent authority. 4. ceiling, visibility and distance from cloud minima lower than those specified 4.3(c) above may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting. 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: 	New provision. ICAO Annex 2, 4.3, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005(c). The difference is that Implementing Regulation (EU) No 923/2012 adds requirements under which VFR flights at night may be permitted, as outlined
Chapter 4 4.3	<ol style="list-style-type: none"> i. over high terrain or in mountainous areas, at a level which is at least 600m (2000ft) above the highest obstacle located within 8km of the estimated position of the aircraft; ii. else-where than as specified in (i), at a level which is at least 300m (1000ft) above the highest obstacle located within 8 km of the estimated position of the aircraft. 	

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Reference	Difference	Remarks
Chapter 4 4.6	<p>(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:</p> <ol style="list-style-type: none"> 1. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300m (1000ft) above the highest obstacle within a radius of 600m from the aircraft; 2. elsewhere than as specified in (1), at a height less than 150m (500ft) above the ground or water, or 150m (500ft) above the <u>highest obstacle within a radius of 150m (500ft) from the aircraft</u> <p>such other height as would permit, in the event of the failure of a power unit, a landing to be made clear of the area without undue hazard to persons or property, whichever height is greatest</p>	ICAO Annex 2 4.6, is replaced with Implementing Regulation (EU) No 923/2012 SERA. 5005 introducing the obstacle clearance criteria in (f), as outlined

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

Reference	Difference	Remarks
PART I Chapter 4 4.1.5	Ireland does not use automated equipment to measure visibility or integrated systems for real-time display of meteorological parameters	
PART 1 Chapter 4 4.6.2.1	Prevailing visibility not implemented in Ireland. Minimum visibility reported in METAR.	Inability of some operational systems to process prevailing visibility. Implementation planned in November 2018.
PART I Chapter 4 4.6.5.1	Reporting of clouds is not limited to those of operational significance	
Chapter 5	(b) competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed	New Provision. Implementing Regulation (EU) No 923/2012, paragraph SERA. 12005.

ANNEX 4 - Aeronautical Charts - Tenth Edition

Reference	Difference	Remarks
Chapter 1 1.1 Air Defence Identification Zone (ADIZ)	DEFINITIONS, APPLICABILITY AND AVAILABILITY ADIZ does not exist in Ireland	
Chapter 1 1.2.2.1	We do not produce several charts in Ireland. For those charts and where we have published a difference, we do not conform to the recommended practices.	
Chapter 2 2.1.8	GENERAL SPECIFICATIONS Sheet size is A4 297mm x 210mm.	Ireland published charts are on a A4 sheet size 297mm x 210mm for inclusion in the integrated Irish AIP document.
Chapter 7 7.7	ENROUTE CHART – ICAO Isogonals are not shown.	There is no operational or industry requirements for this information on this chart.

ANNEX 4 - Aeronautical Charts - Tenth Edition

Reference	Difference	Remarks
Chapter 7 7.9.3.1.1	1) Frequencies and coordinates are not shown. 2) Elevation of DME is not shown. 4) The RNP value is not shown. 5) Coordinates are not shown. 6) Frequency is not shown. 8) The distance is given to a tenth of a nautical mile. 10) Minimum En-route altitude is not shown. 11) Communication facilities are not shown. 12) Air defence identification zones do not exist in Ireland.	Due to the complexity of the chart this information would cause too much clutter and should be read in conjunction with the AIP pages ENR 3.1, ENR 3.2 and ENR 4.1
Chapter 8 8.1	Area Chart-ICAO The Area Chart-ICAO is not produced in Ireland.	Requirements are fulfilled by other means-SID, STAR, Approach, 1:250,000, 1:500,000 and En-Route charts.
Chapter 11 11.4	INSTRUMENT APPROACHCHART - ICAO Sheet size is A4 297mm x 210mm.	Ireland published charts are on a A4 sheet size 297 mm x 210 mm for inclusion in the integrated Irish AIP document.
Chapter 11 11.10.7	Ireland only publishes OCA/H minimums. We do not publish visibility, MDA, DH, DA, MDA/H or DA/H for instrument approaches at aerodromes.	
Chapter 12 12.4	VISUAL APPROACH CHART - ICAO Sheet size is A4 297mm x 210mm.	Ireland published charts are on a A4 sheet size 297mm x 210mm for inclusion in the integrated Irish AIP document
Chapter 13 13.6.1.i)	Geographical coordinates are not published for taxiway centre lines.	
Chapter 13 13.6.1.j)	Standard routes are not established.	
Chapter 14 14.1	Aerodrome Ground Movement Chart-ICAO The Aerodrome Ground Movement Chart-ICAO is not produced in Ireland.	Requirements are fulfilled by other means-Aerodrome and Aircraft Parking/Docking Charts
Chapter 15 15.6.f)	Geographical coordinates are not published for taxiway centre lines.	
Chapter 16 16.1	World Aeronautical Chart-ICAO 1:1,000,000 The World Aeronautical Chart-ICAO 1:1,000,000 is not produced in Ireland.	Requirements are fulfilled by other means-1:500,000 and En-Route charts
Chapter 17 17.9.2.2	AERONAUTICAL CHART - ICAO 1:500 000 Not all this information is displayed on the chart due to clutter.	
Chapter 17 17.9.5.2	ADIZ does not exist in Ireland	
Chapter 18 18.1	Aeronautical Navigation Chart-ICAO Small Scale The Aeronautical Navigation Chart-ICAP Small Scale is not produced in Ireland.	There is no operational or industry requirements for this chart.
Chapter 19 19.1	Plotting Chart –ICAO The Plotting Chart –ICAO is not produced in Ireland.	There is no operational or industry requirements for this chart.
Chapter 20 20.1	Electronic Aeronautical Chart Display-ICAO The Electronic Aeronautical Chart Display-ICAO is currently not produced in Ireland.	

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

Reference	Difference	Remarks

ANNEX 6 Part I - Operation Of Aircraft - Eighth Edition

Reference	Difference	Remarks
Chapter 1. Definitions RVR minima for CAT IIIA and CAT IIIB	Appendix 1 (Old) to EU-OPS 1.430 and Appendix 1 (New) to EU-OPS 1.430, have the RVR minima for CAT IIIA at 200m and the upper limit for CAT IIIB at 200 m.	In accordance with EU-OPS Appendix 1 (Old) to EU-OPS 1.430 and Appendix 1 (New) to EU-OPS 1.430, the RVR minima for CAT IIIA and CAT IIIB remain unchanged.
Chapter 3 3.1.4	Ireland does not give any formal status to Flight Operations Officers/Flight Dispatchers	As per EU-OPS 1.205 and Appendix 1 to EU-OPS 1.1045 (D) 2.4, Ireland requires that an Operator ensures that the Operations Manuals contain instructions and information necessary for Operations Personnel to perform their duty including training for those other than crew members
Chapter 4 4.2.8.4	As per Appendix 1 to EU-OPS 1.430 (h) (1), Ireland allows meteorology visibility to be converted to RVR. No limiting visibility is prescribed: if a reported RVR is not available, then an approach may be made if the conversion results in an RVR-equivalent value that is not less than the relevant aerodrome operating minima.	
Chapter 4 4.4.10	EU-OPS does not require an operator to have procedures in place to limit the rate of climb or descent within 1,000 feet of their assigned level.	
Chapter 4 4.6.1	Ireland does not give any formal status to Flight Operations Officers/Flight Dispatchers	As per EU-OPS 1.205 and Appendix 1 to EU-OPS 1.1045 (D) 2.4, Ireland requires that an Operator ensures that the Operations Manuals contain instructions and information necessary for Operations Personnel to perform their duty including training for those other than crew members
Chapter 5 5.4	EU-OPS 1.525 (a) 6 "An operator shall not operate a single-engine aeroplane at: 1 night; or 2 in instrument meteorological conditions except under special visual flight rules."	In accordance with EU-OPS, Ireland does not permit Commercial Air Transport in single-engine aeroplanes at night or in instrument meteorological conditions except under special VFR.
Chapter 6 6.1.2	EU-OPS 1.125 (4) "The original or copy of the Air Operator Certificate" shall be carried on each flight.	A certified true copy is not required to be carried on each flight. A certified true copy is not required to be carried on each flight.
Chapter 6 6.2.2 a) Recommendation 1	EU-OPS requires a first aid kit for all flights, even if a cabin crew is not required.	
Chapter 6 6.2.2 a) Recommendation 2	EU-OPS do not require a universal precaution kit.	
Chapter 6 6.2.2 a) Recommendation 3	EU-OPS requires the emergency medical kit for aeroplanes with a maximum approved passenger seating configuration of more than 30 seats if any point on the planned route is more than 60 minutes flying time (at normal cruising speed) from an aerodrome at which qualified medical assistance could be expected.	
Chapter 6 6.3.1.5,	EU OPS 1 does not currently specify requirements for recording of data link communications	Pending EU Implementing rules
Chapter 6 6.3.3.1	EU OPS 1.715 and 1.720 require this level of flight data recorder for affected aeroplanes for which the individual certificate of airworthiness is first issued on or after 1st June 1990.	Pending EU Implementing rules

ANNEX 6 Part I - Operation Of Aircraft - Eighth Edition

Reference	Difference	Remarks
Chapter 6 6.3.3.3	EU OPS 1 only requires FDR to be fitted on an aeroplane which is less than 5,700kg weight when that aeroplane is multi-engine turbine powered and has a maximum approved passenger seating configuration of more than nine and the individual certificate of airworthiness is first issued on or after 1 April 1998	Pending EU Implementing rules Pending EU Implementing rules
Chapter 6 6.3.7.2	EU OPS 1.700, 1.705 currently require CVR for a multi-engine aeroplane first issued with an individual Certificate of Airworthiness, on or after 1 January 1990, which has a maximum certificated take-off mass of 5 700kg or less and a maximum approved passenger seating configuration of more than nine	Pending EU Implementing Rules
Chapter 6 6.3.8.1	EU OPS 1.710 requires that an operator shall not operate any aeroplane with a maximum certificated take-off mass over 5 700kg first issued with an individual certificate of airworthiness, before 1 April 1998 unless it is equipped with a cockpit voice recorder	More exacting requirement
Chapter 6 6.3.9.2	EU OPS 1.710 only requires 30 minutes recording duration for aircraft with a maximum certificated take-off mass over 5 700kg first issued with an individual certificate of airworthiness, before 1 April 1998	Pending EU Implementing Rules
Chapter 6 6.3.9.3	EU OPS 1.700 requires two hour recording for an aeroplane first issued with an individual Certificate of Airworthiness, on or after 1 April 1998	More exacting requirement
Chapter 6 6.3.12	This requirement for operational checks and evaluations of recordings from the FDR and CVR systems to be conducted to ensure the continued serviceability of the recorders is not specified in EU OPS 1.	Pending EU Implementing Rules. Although not specified in EU OPS 1 this requirement is met in practice
Chapter 6 6.7.6	EU OPS 1 does not currently require this for aeroplanes for which the individual certificate of airworthiness was first issued before 9 November 1998	Pending EU Implementing rules
Chapter 6 6.15.5	EU OPS 1 currently does not specify this requirement for GPWS for aeroplanes of a maximum certificated take-off mass of 5 700kg or less or for piston engine aeroplanes	Pending EU Implementing rules
Chapter 6 6.17.5	EU OPS 1.820 requires an aeroplane first issued with an individual certificate of airworthiness on or after 1 January 2002 to be equipped with an automatic Emergency Locator Transmitter (ELT) capable of transmitting on 121,5MHz and 406MHz.	Pending EU Implementing rules
Chapter 6 6.18.3	EU OPS 1.668 requires ACAS II for a turbine powered aeroplane having a maximum certificated take-off mass in excess of 5 700kg or a maximum approved passenger seating configuration of more than 19.	Pending EU Implementing Rules
Chapter 6 6.19.2	EU OPS 1 does not yet specify this requirement for pressure-altitude information with a resolution of 7.62 m (25 ft), or better	Pending EU Implementing Rules
Chapter 6 6.21.1	EU OPS 1 does not currently specify requirements for forward looking windshear	Pending EU Implementing Rules

ANNEX 6 Part I - Operation Of Aircraft - Eighth Edition

Reference	Difference	Remarks
Chapter 7 7.1.3	EU OPS does not yet specify requirements for RCP type operations	Pending EU Implementing Rules
Chapter 7 7.2.3	EU OPS 1 does not specify navigation equipment which continuously provides indications to the flight crew of adherence to or departure from track	Pending EU Implementing rules. Although not specified this requirement is normally met in practice.
Chapter 7 7.4.1	EU OPS 1 does not currently specify requirements in respect of electronic data management	Pending EU Implementing Rules
Chapter 8 8.3.2	Regulation (EC) 2042/2003, Part M does not require that copies of all amendments to the maintenance programme be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.	Not regulated but done in practice and put in the contract between AOC Holders and maintenance organisations
Chapter 8 8.4.2	EC 2042/2003 Annex I Part M, Subpart C M.A.305(h)(1-6) require certain records are kept for up to 24 months	More exacting requirement
Chapter 8 8.7.2.1	Regulation (EC) 2042/2003, Part 145, 145A.70, AMC provides for additional information that must be listed in the maintenance organisation exposition	More exacting requirement
Chapter 8 8.7.2.3	Regulation (EC) 2042/2003, Part 145 does not explicitly require that copies of all amendments to the procedures manual be furnished promptly to all organizations or persons to whom the manual has been issued. This issue is dealt with under the Part 145 Quality System requirements.	Not regulated but common practice due to the requirement for a quality system
Chapter 8 8.7.3.2	Regulation (EC) Part 145, 145A.65 requires a safety policy to be established for maintenance organisations. The State Safety Programme is currently being implemented in Ireland and will establish acceptable levels of safety for maintenance by 2012.	Less Restrictive
Chapter 8 8.7.3.3	Existing Irish regulation mandates SMS, however, EU regulation is pending that will update the requirements established by the IAA in the Aeronautical Notices.	
Chapter 8 8.7.7.2	EASA requires records to be retained for two years.	More exacting requirement
Chapter 10 10.2	Ireland does not give any formal status to Flight Operations Officers/Flight Dispatchers	As per EU-OPS 1.205 and Appendix 1 to EU-OPS 1.1045 (D) 2.4, Ireland requires that an Operator ensures that the Operations Manuals contain instructions and information necessary for Operations Personnel to perform their duty including training for those other than crew members
Chapter 10 10.4	Ireland does not give any formal status to Flight Operations Officers/Flight Dispatchers	As per EU-OPS 1.205 and Appendix 1 to EU-OPS 1.1045 (D) 2.4, Ireland requires that an Operator ensures that the Operations Manuals contain instructions and information necessary for Operations Personnel to perform their duty including training for those other than crew members
Chapter 12 12.4 b Training	Training of the universal precautions kits and automated external defibrillators is not required.	Training of the universal precautions kits and automated external defibrillators is not required.

ANNEX 6 Part I - Operation Of Aircraft - Eighth Edition

Reference	Difference	Remarks
Chapter 13 13.2.3	As per EU-OPS 1.1255 (c) (1), Ireland requires that the door shall be closed prior to engine start for take-off and will be locked when required by security procedure or the commander, until engine shut down after landing, except when deemed necessary for authorised persons to access or egress in compliance with National Aviation Security Programme	
Chapter 13 13.2.4	Ireland has not mandated this recommendation	It is not considered practical to implement this Recommendation on some smaller aircraft
Chapter 13 13.6.1	Ireland does not prescribe that specialised means of attenuating and directing the blast should be provided for use in the least-risk bomb location	Ireland is waiting on the outcome of research currently being undertaken by EASA and the FAA.

ANNEX 6 Part II - Operation Of Aircraft - Seventh Edition

Reference	Difference	Remarks
Chapter 2.2.2.2.1.1	EASA does not address HUD, SVS, and CVS.	Will be transposed with RMT.0379
Chapter 2.2.2.2.2	EASA: a. does not define type A or B approaches; b. does not refer to a visibility for CAT 1 only and RVR of 500m. c. states a minimum RVR for CAT IIIA of 200m; d. states an RVR for CAT IIIB of between 200m and 75m; e. does not define CAT IIIC	
Chapter 2.2.3.5	EASA does not address no destination alternate required or isolated aerodromes	Will be transposed with RMT.0573
Chapter 2.2.3.6.2	In flight fuel management needs further amendment.	Will be transposed with RMT.0573
Chapter 2.2.4.7.1	EASA does not address mandatory in flight reports to ATC reference in flight fuel management.	Will be transposed with RMT.0573
Chapter 2.2.4.7.2	EASA does not address mandatory in flight reports to ATC reference in flight fuel management.	Will be transposed with RMT.0573
Chapter 2.2.4.7.3	EASA does not address mandatory in flight reports to ATC reference in flight fuel management.	Will be transposed with RMT.0573
Chapter 2.2.4.8.1	EASA states (a) The PIC shall use the departure and approach procedures established by the State of the Aerodrome.	
Chapter 2.4.6.2	EASA requires this safeguard for all aeroplanes operating at these altitudes.	
Chapter 2.4.6.3 Recommendation	EASA requires this safeguard for all aeroplanes operating at these altitudes.	
Chapter 2.4.8	EASA does not require the fitment of an outside temperature gauge.	
Chapter 2.4.11.2 Recommendation	EASA has not implemented this recommendation.	
Chapter 2.4.11.3 Recommendation	EASA has not implemented this recommendation.	
Chapter 2.4.15.1	Provisions as regards criteria for the approval of operational credits for HUD, SVS, and CVS are not available.	Will be transposed with RMT.0379

ANNEX 6 Part II - Operation Of Aircraft - Seventh Edition

Reference	Difference	Remarks
Chapter 2.4.15.2	Provisions as regards criteria for the approval of operational credits for HUD, SVS and CVS are not available.	Will be transposed with RMT 0.379
Chapter 2.4.16.1.1.1	Reference of EUROCAE documents applicable for flight recorders need to be updated. AIRS needs to be introduced as an alternative to an FDR for recording flight parameters on board a light aircraft.	Will be transposed with RMT.0400/0401(by ED Decision). AIRS will be transposed with RMT.0271
Chapter 2.4.16.1.2.1 Recommendation	AIRS needs to be introduced as an alternative to an FDR for recording flight parameters on board a light aircraft.	Will be transposed with RMT.0271
Chapter 2.4.16.1.3.2	EASA has not implemented this SARP	
Chapter 2.4.16.1.3.4 Recommendation	Discontinuation of magnetic tape FDR not implemented.	
Chapter 2.4.16.1.3.5	Discontinuation of magnetic tape FDR not implemented.	
Chapter 2.4.16.2.1 Recommendation	EASA stipulates above 2,250kgs.	
Chapter 2.4.16.2.1.1 Recommendation	EASA stipulates above 2.250kgs.	
Chapter 2.4.16.2.2.1	EASA has not implemented the discontinuation of magnetic tape CVRs.	EASA opinion 01/2014 proposes discontinuation by 1st January 2019
Chapter 2.4.16.2.2.2 Recommendation	EASA has not implemented the discontinuation of magnetic tape CVRs.	EASA opinion 01/2014 proposes discontinuation by 1st January 2019
Chapter 2.4.16.2.3.1	EASA stipulates 2 hours	
Chapter 2.4.16.4.5	EASA does not require FDR documentation to be in electronic format.	
Chapter 2.5.1.6	EASA does not currently prescribe requirements for RCP types. Ireland does not currently prescribe requirements for RCP types.	
Chapter 2.6.2.2	(EU) 1321/2014 specifies 12 months for all 6 items (EC) 2042/2003 specifies 12 months for all 6 items.	
Chapter 2.8.1	EASA requires that flight manual updates are approved by EASA	
Chapter 3.1.2 Recommendation	EASA states more than 19 passenger seats.	
Chapter 3.4.2.7.2	HUD, SVS and CVS are not addressed	Will be transposed with RMT.0379
Chapter 3.4.3.5.2	Items 1 and 2 not addressed by EASA	
Chapter 3.4.3.5.3	EASA does not specify the fuel to be considered in the pre-flight calculation of usable fuel required.	
Chapter 3.4.3.5.4 Recommendation	EASA has not implemented this SARP.	
Chapter 3.4.3.6.3	In flight fuel management requires further amendment.	Will be addressed with RMT.0573
Chapter 3.4.3.6.4	In flight fuel management requires further amendment.	Will be addressed with RMT.0573
Chapter 3.4.3.6.5	In flight fuel management requires further amendment.	Will be addressed with RMT.0573

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Reference	Difference	Remarks
Chapter 3.4.4.4 Recommendation	EASA does not require a pilot to have procedures in place to limit the rate of climb or descent within 1,000ft of their assigned level.	
Chapter 3.5.2.6	EASA makes no mention of paragraph d.	
Chapter 3.6.2.1	EASA makes no mention of paragraph d.	
Chapter 3.6.3.1.1.1	EASA states first issued with a C of A after 1 January 2016.	
Chapter 3.6.3.1.1.2	EASA states first issued with a C of A after 1 January 2016 and stipulates over 5,700kgs.	
Chapter 3.6.3.1.1.3 Recommendation	EASA states first issued with a C of A after 1 January 2016 and no upper weight limit.	
Chapter 3.6.3.2.1.1	EASA states above 2,250 kg.	
Chapter 3.6.3.2.1.2	EASA states a C of A issued on or after 1st January 2016.	
Chapter 3.6.3.2.1.3 Recommendation	EASA states a C of A issued on or after 1st January 2016 and above 2,250kgs with no upper limit.	
Chapter 3.6.5.2.1	EASA stipulates this requirement for all aeroplanes when operating IFR.	
Chapter 3.6.8.2.1 Recommendation	EASA only stipulates this requirement for an individual C of A first issued after 31 Dec 1980.	
Chapter 3.6.9.1 Recommendation	EASA stipulates all turbine powered aeroplanes in excess of 5,700kgs and in excess of 19 passenger seats.	
Chapter 3.6.9.2	EASA stipulates all turbine powered aeroplanes in excess of 5,700kgs and in excess of 19 passenger seats.	
Chapter 3.6.12.1	EASA does not consider operational credits for HUD, SVS and CVS.	Will be transposed with RMT.0379
Chapter 3.6.12.2	EASA does not consider operational credits for HUD, SVS and CVS.	Will be transposed with RMT.0379
Chapter 3.9.3.4 Recommendation	EASA has not implemented this recommendation.	

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Reference	Difference	Remarks
Section II Chapter 2 2.2.8.1.1	Automatic landing systems includes HUD and EVS but SVS and CVS are not addressed	Will be transposed with RMT.0379/0380
Section II Chapter 2 2.2.8.3	EASA: a. does not refer to a visibility for CAT I only an RVR of 500m; b. states a minimum RVR for CAT IIIA of 200m; c. states an RVR for CAT IIIB of between 200m and 75m; d. does not define CAT IIIC	
Section II Chapter 2 2.3.3.1	EASA does not require the operational flight plan to be lodged with the appropriate Authority but expects the operator to retain a copy on the ground.	
Section II Chapter 2 2.3.6.3.3	EASA states: "sufficient fuel for the planned operation" and in AMC3 "additional fuel to fly for 2 hours at holding speed including final reserve fuel"	

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Reference	Difference	Remarks
Section II Chapter 2 2.3.7 Recommendation	EASA does not permit refuelling with fuels other than aviation kerosene. EASA does not require an authorisation but does require procedures in the operations manual.	
Section II Chapter 2 2.4.4.4	EASA makes no mention of "all other flight crew members shall keep their safety harness fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat-belt must remain fastened."	
Section II Chapter 2 2.5.5	EASA uses the term "signature of person in charge" instead of "pilot-in-command"	
Section II Chapter 2 2.6.1	EASA does not mandate the use of Flight Operations Officers / Flight Dispatchers	EASA states a. ORO.GEN110(c) does not imply a requirement for licensed flight dispatchers or a full flight watch system. b. if the operator employs flight operations officers in conjunction with a method of operational control, training for these personnel should be based on relevant parts of ICAO Doc 7192 Training Manual, Part D-3. This training should be described in the operations manual
Section II Chapter 4 4.2.2	EASA has no requirement to carry a universal precaution kit.	
Section II Chapter 4 4.3.1.1.3	EASA also requires recording of the engine operation.	
Section II Chapter 4 4.3.1.2.2	EASA specifies more than 9 passengers.	
Section II Chapter 4 4.3.1.2.3 Recommendation	EASA specifies an applicability date of 1 August 1999.	
Section II Chapter 4 4.3.1.2.4	Flight data recording equipment is only required for commercial transport helicopters with a MCTOM exceeding 3175kg.	Not implemented. To be developed under RMT.0271
Section II Chapter 4 4.3.1.2.5 Recommendation	Flight data recording equipment is only required for commercial air transport helicopters with a MCTOM exceeding 3175kg.	Not implemented. To be developed under RMT.0271.
Section II Chapter 4 4.3.1.4	1st issue of C of A post 1 January 2016 10 hours retention; 1 August 1999 to 1 January 2016 8 hours retention; 1 January 1989 to 1 August 1999 5 hours retention.	
Section II Chapter 4 4.3.2.1.1	EASA makes no mention of "For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR."	
Section II Chapter 4 4.3.2.1.2 Recommendation	EASA makes no mention of "For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR."	

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Reference	Difference	Remarks
Section II Chapter 4 4.3.2.1.3	EASA makes no mention of "For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR."	
Section II Chapter 4 4.3.2.2.1	EASA has not implemented the discontinuation of magnetic tape CVRs.	EASA Opinion 01/2014 proposes discontinuation by the 1st of January 2019.
Section II Chapter 4 4.3.2.2.2 Recommendation	EASA has not implemented the discontinuation of magnetic tape CVRs.	EASA Opinion 01/2014 proposes discontinuation by 1st January 2019.
Section II Chapter 4 4.3.2.3.3 Recommendation	EASA stipulates a retention period of 30 minutes prior to 1 August 1999 and subsequently 1 hour up to 1 January 2016.	
Section II Chapter 4 4.3.3.1.2	EASA stipulates a commencement date of 08 APR 2014	
Section II Chapter 4 4.3.4.4 Recommendation	EASA does not require FDR documentation to be in electronic format.	
Section II Chapter 4 4.4.4 Recommendation	EASA do not currently specify the requirement for GPWS which has a forward-looking terrain avoidance function for helicopters.	
Section II Chapter 4 4.5.2.6 Recommendation	The AMC is applicable to all helicopters regardless of the date of issuance of the C of A.	
Section II Chapter 4 4.5.2.7 Recommendation	EASA only allows raft below 40 kg.	
Section II Chapter 4 4.5.3.2 Recommendation	Consideration on sun not included.	
Section II Chapter 4 4.10 Recommendation	EASA only requires weather radar for helicopters with more than 9 passenger seats	

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Reference	Difference	Remarks
Section II Chapter 4 4.15 Recommendation	This recommendation for vibration health monitoring system is only applicable to offshore operations.	(EU) 2016/1199 SPA.HOFO.155(a) stipulates: The following helicopters conducting CAT offshore operations in a hostile environment shall be fitted with a VHM system capable of monitoring the status of critical rotor and rotor drive systems by 1 January 2019: 1. complex motor-powered helicopters first issued with an individual Certificate of Airworthiness (C of A) after 31 December 2016; 2. all helicopters with a maximum operational passenger seating configuration (MOPSC) of more than 9 and first issued with an individual C of A before 1 January 2017; 3. all helicopters first issued with an individual C of A after 31 December 2018.
Section II Chapter 4 4.16.1	EVS and HUD are catered for but SVS and CVS are not.	Will be transposed with RMT.0379
Section II Chapter 4 4.16.2	EVS and HUD are catered for but SVS and CVS are not.	Will be transposed with RMT.0379
Section II Chapter 5 5.1.3	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section II Chapter 5 5.1.4	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section II Chapter 5 5.1.5	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section II Chapter 5 5.3.1	EASA has not defined this requirement.	Surveillance equipment is expected to be transposed by RMT.0679.
Section II Chapter 5 5.3.2	EASA does not yet specify requirements for PBS.	It is expected to be transposed by RMT.0679.
Section II Chapter 5 5.3.3	EASA does not yet specify requirements for PBS.	It is expected to be transposed by RMT.0679.
Section II Chapter 5 5.3.4	EASA does not yet specify requirements for PBS.	It is expected to be transposed by RMT.0679.
Section II Chapter 6 6.2.1	EASA requirements do not address the human factors principles.	1. M.A.704 (a) requires to provide the CAME although it is not specified to whom. The AMC requires the personnel to be familiar with the relevant parts of the manual. The manual is approved by the State of Operator, due to mutual recognition is valid for the State if Registry within EASA MS. 2. Non-compliance is only identified in relation to the HF Requirement.
Section II Chapter 6 6.2.4	Non-compliance relates to the requirement to provide the manual to the State of Registry if different for the Sofo. It is currently required to be approved by the State of operator.	Within the EU Member States this requirement is compensated by the mutual recognition.

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Reference	Difference	Remarks
Section II Chapter 6 6.3.2	(EU) 1321/2014, Part M does not require that copies of all amendments to the maintenance programme be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.	Not regulated but done in practice and put in the contract between AOC Holders and maintenance organisations
Section II Chapter 6 6.4.2	(EU) 1321/2014 Part M specifies more exacting requirements for al 6 items	
Section II Chapter 6 6.5.1	EASA does not stipulate a minimum take-off mass.	
Section II Chapter 6 6.5.2	(EU) 1321/2014 Part M does not specify a minimum mass for this requirement.	
Section II Chapter 6 6.8.2	For a),b(1) is required to be kept for 12 months after aircraft is permanently withdrawn from service. However for b)(2)(3) and c) Part-M doesn't specify in corresponding provisions how long records should be kept after the aircraft has been withdrawn from service. Nevertheless those records are still required to be kept under the provisions of M.A.305(h)(1) at least 36 months after release to service.	
Section II Chapter 7 7.2	(EU) 965/2012 ORO.FC.130 (a) Required for each type and variant.	
Section II Chapter 9 9.1	EASA requires that flight manuals shall be updated by implementing changes made mandatory by EASA.	
Section II Chapter 9 9.4.3 Recommendation	EASA only requires journey logs to be retained for 3 months.	
Section II Chapter 10 10.3	EASA does not require training of the universal precaution kits and automated external defibrillators.	
Section III Chapter 1 1.4.1	Specific approvals are issued by the Competent Authority, not necessarily the State of Registry.	(EU) 965/2012 SPA.GEN.100 states: (a) The competent authority for issuing a specific approval shall be: 1. for the commercial operator the authority of the Member State in which the operator has its principal place of business; 2. for the non-commercial operator the authority of the State in which the operator is established or residing.
Section III Chapter 2 2.2.1.1	Automatic landing systems includes HUD and EVS but SVS and CVS are not addressed	Will be transposed with RMT.0379/0380
Section III Chapter 2 Reference 2.6.1	EASA gives no alleviation for purely local visual flights.	
Section III Chapter 2 Reference 2.7.1	EASA stipulates the weather minimums required at the destination from 2 hours before to 2 hours after the estimated time of arrival.	

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Reference	Difference	Remarks
Section III Chapter 2 2.17.1	EASA states (a) the PIC shall use the departure and approach procedures established by the State of the aerodrome.	
Section III Chapter 2 2.19.1 Recommendation	AN 0.55 requires a specific authorisation from the Authority. Ireland requires that 'a helicopter shall not be refuelled when passengers are embarking, disembarking or when the rotor is turning, unless the operator has been granted a specific authorisation by the Authority specifying the conditions under which such fuelling may be carried out'	EASA makes no mention of rotors running refuelling.
Section III Chapter 4 4.3.2.5 Recommendation	EASA considers lift rafts not deployable by remote control should have a maximum mass of 40 kg.	
Section III Chapter 4 4.3.2.6 Recommendation	EASA considers lift rafts not deployable by remote control should have a maximum mass of 40 kg.	
Section III Chapter 4 4.7.2.1.1	EASA requires a CVR to be fitted to helicopters over 7000 kg with an individual C of A issued on or after 1 January 2016.	
Section III Chapter 4 4.7.2.1.2 Recommendation	EASA has no requirement for the carriage of a CVR for a helicopter of less than 7000 kg.	
Section III Chapter 4 4.7.2.1.3	EASA requires a CVR to be fitted to helicopters over 7000 kg with an individual C of A issued on or after 1 January 2016.	
Section III Chapter 4 4.7.2.2.1	Discontinuation of magnetic tape CVR not implemented, however Opinion 01/2014 proposes discontinuation by 01 January 2019.	
Section III Chapter 4 4.7.2.2.2 Recommendation	Discontinuation of magnetic tape CVR not implemented, however Opinion 01/2014 proposes discontinuation by 01 January 2019.	
Section III Chapter 4 4.7.2.3.1	EASA stipulates 2 hours.	
Section III Chapter 4 4.11.1	HUD and EVS are catered for but SVS and CVS are not.	
Section III Chapter 4 4.11.2	HUD and EVS are catered for but SVS and CVS are not.	Will be transposed with RMT.0379
Section III Chapter 5 5.1.6	EASA does not yet specify requirements for PBC.	Pending EU implementing rules.
Section III Chapter 5 5.1.7	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules
Section III Chapter 5 5.1.8	EASA does not yet specify requirements for PBC.	Pending EU Implementing Rules

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Reference	Difference	Remarks
Section III Chapter 5 5.1.9	EASA does not yet specify requirements for RCP type operations.	Pending EU Implementing Rules
Section III Chapter 5 5.2.1	EASA does not state the distance between landmarks for international general aviation flights.	
Section III Chapter 5 5.2.3	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	(EU) 965/2012 SPA.GEN.100 states: (a) The competent authority for issuing a specific approval shall be:
Section III Chapter 5 5.2.4	The Competent Authority of the operator not necessarily the State of Registry, establishes these requirements are met.	1. for the commercial operator the authority of the Member State in which the operator has its principal place of business;
Section III Chapter 5 5.2.5	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	2. for the non-commercial operator the authority of the State in which the operator is established or residing.
Section III Chapter 5 5.3.1	EASA has not defined this requirement.	Surveillance equipment is expected to be transposed by RMT.0679.
Section III Chapter 5 5.3.2	EASA does not yet specify requirements for PBS.	It is expected to be transposed by RMT.0679.
Section III Chapter 5 5.3.3	EASA does not yet specify requirements for PBS.	It is expected to be transposed by RMT.0679.
Section III Chapter 5 5.3.4	EASA does not yet specify requirements for PBS.	It is expected to be transposed by RMT.0679.
Section III Chapter 5 5.3.5	EASA has not defined this requirements.	It is expected to be transposed by RMT.0679.
Section III Chapter 6 6.2.2	(EU) 1321/2014 Part M specifies in excess of the specified requirements.	
Section III Chapter 7 7.2.5	A PBN approval is issued by the Competent Authority of the operator not necessarily the State of Registry.	(EU) 965/2012 SPA.GEN.100 states: a. The competent authority for issuing a specific approval shall be: 1. for the commercial operator the authority of the Member State in which the operator has its principal place of business; 2. for the non-commercial operator the authority of the State in which the operator is established or residing.

ANNEX 7 - Aircraft Nationality And Registration Marks - Fifth Edition

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

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Reference	Difference	Remarks
PART II Chapter 3 3.6.1	Assessment also allowed by EASA approved DOA under procedure agreed with Agency	Assessment also allowed by EASA approved DOA under procedure agreed with Agency

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Reference	Difference	Remarks
PART IIIA. Chapter 2 2.2.3	In the airworthiness codes, scheduling of landing distance with runway slope is not mandated, but factors on landing distance are applied by operational rules, where appropriate. In the airworthiness codes, performance scheduling for variations in water surface conditions, density of water and strength of current is not mandated, but factors on landing distance are applied by operational rules, where appropriate.	CS-23 complies except that performance is not scheduled for variations in water surface conditions, density of water and strength of current. CS 23.237 requires that the allowable water surface conditions and any necessary water handling procedures for seaplanes be established. However, factors on landing distance are applied by operational rules, where appropriate.
PART IIIA. Chapter 2 2.3.4.1	In the airworthiness codes, stall testing with one power unit inoperative is not mandated, but issues with stall warning with one engine inoperative are considered in individual certification activities.	Any issues with stall warning with one engine inoperative would be apparent from the evaluation of the design and during OEI flight testing, especially during evaluation of the manoeuvring margin at V2. This latter test is carried out by EASA with asymmetric power. It is noted that the equivalent requirement has been by Amendment 100 in Part 3B
PART IIIA. Chapter 4 4.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	NPA 15/2004 relative to Flight Crew Error/Flight Deck Certification Considerations in the Flight Deck Certification Process has been published and CS-25 has been updated in 2007. EASA has included in the rule making inventory a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second quarter of 2008 There is also a JAA interim policy (INT/POL/25/14) for large aeroplanes that has also been used by EASA.
PART IIIA. Chapter 4 4.1.6	At this time, the airworthiness codes do not specifically require protection against explosive and incendiary devices.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009 and a modification to CS-25 by end 2009
PART IIIA. Chapter 9 9.2.4	The airworthiness codes do not specifically address the issue of limitations on equipment and systems but in practice the Standard is complied with.	Paragraph XI524 was deleted from JAR-25 and is not in CS-25. The deletion was done to harmonise with FAR-25 and the rationale was that the paragraph did not added further requirements compared to FAA practice.
PART IIIA. Chapter 9 9.3.5	At this time, the airworthiness codes do not specifically require the identification of the least-risk bomb location.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA by first quarter of 2009 and a modification to CS-25 by end 2009
PART IIIA. Chapter 11	At this time, the airworthiness codes do not specifically address this security Standard except for pilot compartment doors.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA by first quarter of 2009 and a modification to CS-25 by end 2009
PART IIIB. SUB-PART B Chapter B.2.7	In the airworthiness codes, scheduling of landing distance with runway slope is not mandated, but factors on landing distance are applied by operational rules, where appropriate. In the airworthiness codes, performance scheduling for variations in water surface conditions, density of water and strength of current is not mandated, but factors on landing distance are applied by operational rules, where appropriate	CS-23 complies except that performance is not scheduled for variations in water surface conditions, density of water and strength of current. CS 23.237 requires that the allowable water surface conditions and any necessary water handling procedures for seaplanes be established. However, factors on landing distance are applied by operational rules, where appropriate.
PART IIIB. SUB-PART B Chapter B.2.7 b).	The airworthiness codes ensure compliance with this Standard except for accountability for worn brakes in case of commuter category aeroplanes.	The airworthiness codes ensure compliance with this Standard except for accountability for worn brakes in case of commuter category aeroplanes.
PART IIIB. SUB-PART B Chapter B.2.7 e).	The airworthiness codes ensure compliance with this Standard except for accountability for worn brakes in case of commuter category aeroplanes.	

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Reference	Difference	Remarks
PART IIIB. SUB-PART C Chapter C.7 a).	In general the consideration of likely impact with birds is not mandated in the airworthiness codes for small aeroplanes and commuter category aeroplanes except for bird impact on windshield for Commuter category. Consideration of the probable behaviour of the aeroplane in ditching is only required for type certification where ditching certification is required by operating rules.	CS-23 Jet requirements are under development by EASA that may remove both the bird impact and ditching difference for applicable CS-23 Jet types. Note that the current CS 25.807(e) requires provision of ditching emergency exits for passengers whether or not certification with ditching provisions is requested.
PART IIIB. SUB-PART C Chapter C.7 c).	In general the consideration of likely impact with birds is not mandated in the airworthiness codes for small aeroplanes and commuter category aeroplanes except for bird impact on windshield for Commuter category. Consideration of the probable behaviour of the aeroplane in ditching is only required for type certification where ditching certification is required by operating rules.	
PART IIIB. SUB-PART D Chapter D.1.3	The last sentence "the effect on the occupant of the aeroplane and other persons on the ground, and the environment in general, in normal and emergency situations, shall be taken into account" is covered by certification for occupants of the aeroplane. (crash survivability, fumes) For other matters in general, refer to European directive REACH	The last sentence "the effect on the occupant of the aeroplane and other persons on the ground, and the environment in general, in normal and emergency situations, shall be taken into account" is covered by certification for occupants of the aeroplane. (crash survivability, fumes) For other matters in general, refer to European directive REACH
PART IIIB. SUB-PART D Chapter D.2 a).	The airworthiness codes ensure compliance with sub-paragraph a) except for prevention of misassemble.	
PART IIIB. SUB-PART D Chapter D.2 b).		
PART IIIB. SUB-PART D Chapter D.2 g) 1-3.		
PART IIIB. SUB-PART D Chapter D.2 h).	At this time the airworthiness codes do not mandate protection against explosive and incendiary devices.Anx	Work to address Protection against explosive and incendiary devices, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009 and a modification to CS-25 by end 2009
PART IIIB. SUB-PART D Chapter D.2 i).		
PART IIIB. SUB-PART F Chapter F.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	NPA 15/2004 relative to Flight Crew Error/Flight Crew Performance Considerations in the Flight Deck Certification Process has been published and has been incorporated into CS-25 amendment 3 EASA has included in the 2008 advance rule making planning a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second of 2008. There is also a JAA interim policy (INT/POL/25/14) for large aeroplanes that has also been used by EASA
PART IIIB. SUB-PART F Chapter F.5	Protection against electromagnetic interference is not specifically required by CS-23 and CS-25	Work to address this, based on the output of the Harmonization WG is in the inventory Interim Policies developed by JAA for small and large aeroplanes are also notified by EASA as special conditions Action: EASA Target Completion Date: Task MDM.024 2010 Paragraph X1524 was deleted from the JAR-25 and is not in CS-25. The deletion was done to harmonise with FAR-25 and the rationale was that the paragraph did not add further requirements compared to FAA practice.
PART IIIB. SUB-PART G Chapter G.2.5	The airworthiness codes do not specifically address the issue of limitations on equipment and systems but in practice the standard is complied with.	

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Reference	Difference	Remarks
PART IIIB SUB-PART G Chapter G.3.5	Not covered by CS-25	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009 and a modification to CS-25 by end 2009
PART IIIB SUB-PART I Chapter I.1	This provision is not included in the airworthiness codes, but in the case of new design special conditions can be used during certification to address cases where the related airworthiness code does not contain adequate or appropriate safety standards.	The statement looks like a principle for rule making. A comparable principle, not only limited to Crash worthiness may be found in Article 5.5 and article 14 of the EASA Basic Regulation.
PART IIIB SUB-PART I Chapter I.6	The airworthiness codes do not address this standard except for the installation requirement, The rest is covered by the operating rules.	JAR-OPS contains the equipage requirements
PART IIIB SUB-PART K	At this time, the airworthiness codes do not specifically address these security standards except for pilot compartment doors.	Work to address this, based on the output of the Design for Security Harmonization WG should lead to an NPA in 2009 and a modification to CS-25 by end 2009
PART IV Chapter 2 2.2.2.1	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3.	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.
PART IV Chapter 2 2.2.2.2	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3.	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.
PART IV Chapter 2 2.2.3.1	For category B helicopters the airworthiness code only requires take-off distance to be included in the performance data.	For Category B helicopters, only take-off distance is required to be included in the performance data while take-off distance, path and rejected take-off distance information is required for Category A helicopters. Class 1, 2 and 3 are addressed by JAR-OPS-3. Amendment 100 introduces Category A and B 2.2.31 has been the subject of a complete revision for Part IVB (Amendment 100) such that take-off distance (all engines) for all helicopters is required as per the operating rules, with additional take-off and rejected take-off distances required for Category A helicopters.
PART IV Chapter 2 2.2.3.1.1	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.
PART IV Chapter 2 2.2.3.1.2		
PART IV Chapter 2 2.2.3.1.3		

ANNEX 8 - Airworthiness Of Aircraft - Tenth Edition

Reference	Difference	Remarks
PART IV Chapter 2 2.2.3.2	The concept of two power units inoperative is not included in the airworthiness codes, but In the case of new design special conditions can be used during certification to address cases where the related airworthiness code does not contain adequate or appropriate safety standards.	En-route performance is based on climb performance both for all engines operating and one engine inoperative situations. The case of the two critical power units inoperative for helicopters having three or more engines is not addressed. Concerns only helicopters with 3 or more engines. This standard has been reviewed and found to offer no safety benefit. It has therefore been removed from Part IVB (Amendment 100) and hence the identified difference will also be removed for helicopter certificated after December 2007
PART IV Chapter 2 2.2.3.3.1	CS-27 and CS-29 address category A and Category B Helicopters and not class 1, 2 and 3.	Performance classes 1,2 and 3 are covered in JAR-OPS 3 but are not referred to in CS 27 & 29. CS 27 & 29 refer to Category A or B. Annex 8 at amendment 100 introduces new definitions for CAT A & B and makes use of them in new Part IVB, applicable for Helicopters for which application for certification was submitted on or after 13 December 2007. Hence, CS 27 & 29 are in compliance with Annex 8 Part IVB but not Part IVA.
PART IV Chapter 4 4.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	EASA has included in the rule making inventory a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second quarter of 2008
PART IV Chapter 4 4.1.6	The airworthiness codes ensure compliance with this standard except for the consideration of depressurization, but this issue may be addressed during certification if appropriate using the Special Condition procedure.	The airworthiness codes ensure compliance with this standard except for the consideration of depressurization, but this issue may be addressed during certification if appropriate using the Special Condition procedure.
PART IV Chapter 4 4.1.8	The airworthiness codes do not specifically address the risk that ground handling operations may cause damage.	The airworthiness codes do not specifically address the risk that ground handling operations may cause damage.
PART IV Chapter 7 7.1	At this time, the airworthiness codes do not specifically require the observing of Human Factors principles but these principles are considered during certification activities for those areas that affect the safety of the aircraft.	EASA has included in the rule making inventory a task MDM.035 grouping of various human factor tasks. A plan to take into account human factors into design will be proposed by an Advance NPA that should be circulated during the second quarter of 2008
PART IVB. SUB-PART E Chapter E.2.7	PART IVB. SUB-PART E Chapter E.2.7	This is a case where a difference exists because CS 27 is more exacting or exceeds Part IVB which only requires restart capability for helicopters greater than 3175kg or which are certificated to CAT. A.
PART IVB. SUB-PART F Chapter F.5 Part VB F.5	This issue is not covered by the present CS-27, CS 29 and CS 23	However this issue is addressed by generic special conditions ensuring an equivalent level of safety to ICAO Annex 8 by other means. The Agency has included in its inventory a rule making task to address the issue (Task MDM.024)
PART V. SUB-PART F Chapter F.5		

ANNEX 9 - Facilitation - Ninth Edition Nil

Reference	Difference	Remarks

ANNEX 10 - Aeronautical Telecommunications - Volume IV - Fourth Edition

Reference	Difference	Remarks
Chapter 4 4.3.5.3.1	The mandate for carriage of TCAS Version 7.1 is currently part of EASA Rule making programme - EASA NPA 2010.03 refers.	The proposed forward fit mandate is for 1st March 2012 which exceeds ICAO standards

ANNEX 10 - Aeronautical Telecommunications - Volume IV - Fourth Edition

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

ANNEX 11 - Air Traffic Services - Thirteenth Edition

Reference	Difference	Remarks
Chapter 2 2.13.1	Within the Shannon UIR / FIR, VOR change over points have not been established	
Chapter 2 2.25.5	Time checks available on request to the nearest minute.	
Chapter 2 Paragraph 2.6.1		Exemption possibility. Implementing Regulation (EU) No 923/2012 SERA.6001 allows aircraft to exceed the 250kts speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.
Chapter 3	(b) Clearances issued by air traffic control units shall provide separation: 1. between all flights in airspace Classes A and B 2. between IFR flights in airspace Classes C, D and E; 3. between IFR flights and VFR flights in airspace Class C; 4. between IFR flights and special VFR flights; 5. between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3050m (10 000ft) during climb or decent, during day in visual meteorological conditions.	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.8005 (b)

ANNEX 11 - Air Traffic Services - Thirteenth Edition

Reference	Difference	Remarks
Chapter 3	(e) Read-back of clearances and safety-related information 1. The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: i. ATC route clearances; ii. clearances and instructions to enter, land on, take off from, hold short of, cross, taxi, and backtrack on any runway, and iii. runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions, and iv. transition levels, whether issued by the controller or contained in ATIS broadcasts.	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies (with the addition to ICAO Standard in Annex 11 3.7.3.1 of the underlined text.
Chapter 3	(2) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the underlined text.)
Chapter 3	Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied a. By the pilot 1. clear of cloud and with the surface in sight; 2. the flight visibility is not less than 1500m or, for helicopters, not less than 800m; 3. at speed of 140kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and b. By ATC 1. during day only, unless otherwise permitted by the competent authority; 2. the ground visibility is not less than 1500m or, for helicopters, not less than 800m; 3. the ceiling is not less than 183m (600ft).	New provision. Implementing Regulation (EU) No 923/2012 paragraph SERA.5010. SERA.5010 Special VFR in control zones

ANNEX 12 - Search And Rescue - Eighth Edition Nil

Reference	Difference	Remarks

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

Reference	Difference	Remarks

ANNEX 14 - Aerodromes - Fourth Edition Nil

Reference	Difference	Remarks

ANNEX 15 - Aeronautical Information Service - Twelfth Edition

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

ANNEX 16 - Environmental Protection - Fifth Edition Nil

Reference	Difference	Remarks

ANNEX 17 - Security - Eighth Edition Nil

Reference	Difference	Remarks

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

Reference	Difference	Remarks

ANNEX 19 - Safety Management- First Edition

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

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

Reference	Difference	Remarks

DOC 4444 - Procedures for Air Navigation Services - Air Traffic Management - Fifteenth Edition

Reference	Difference	Remarks
Chapter 4 4.10.1.2	Within the Shannon Flight Information Region, in the case of Precision Approach Runways where the difference between runway threshold elevation is less than 7 feet, aerodrome elevation will be the reference for the QFE and altimeter setting provided.	