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From:	Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director
date of receipt:	9 October 2020
To:	Mr Jeppe TRANHOLM-MIKKELSEN, Secretary-General of the Council of the European Union
No. Cion doc.:	COM(2020) 649 final
Subject:	ANNEX to the Proposal for a Council Decision **on the position to be taken on behalf of the European Union in the International Civil Aviation Organization as regards notification of differences to Annexes 1, 3, 4, 6, Parts I, II and III, 10, Volumes I and II, 11, 14, Volumes I and II, 15 and 16, Volumes I, II and III, to the Convention on International Civil Aviation and in the Council of the International Civil Aviation Organization in respect of the adoption of Amendments 46 and 39 to Annex 6, Parts I and II, to that Convention, related to deferral of the future equipage requirement for 25-hour cockpit voice recorder (CVR) to avoid unintended consequences due to the COVID-19 contingency**

Delegations will find attached the annex to document COM(2020) 649 final.

Encl.: Annex to COM(2020) 649 final

EUROPEAN
COMMISSION

Brussels, 9.10.2020
COM(2020) 649 final

ANNEX

ANNEX

to the

Proposal for a Council Decision

on the position to be taken on behalf of the European Union in the International Civil Aviation Organization as regards notification of differences to Annexes 1, 3, 4, 6, Parts I, II and III, 10, Volumes I and II, 11, 14, Volumes I and II, 15 and 16, Volumes I, II and III, to the Convention on International Civil Aviation and in the Council of the International Civil Aviation Organization in respect of the adoption of Amendments 46 and 39 to Annex 6, Parts I and II, to that Convention, related to deferral of the future equipage requirement for 25-hour cockpit voice recorder (CVR) to avoid unintended consequences due to the COVID-19 contingency

ANNEX

Differences to be notified to the International Civil Aviation Organization, in respect of a number of adopted Amendments to Annexes to the Chicago Convention

1. DIFFERENCES TO BE NOTIFIED

The 219th ICAO Council session, held from 2 March to 20 March 2020, adopted a number of Amendments to various Annexes to the Chicago Convention, in the areas of safety, environment and air navigation. In that context, having regard to relevant Union legislation, the differences shall be notified to ICAO as follows.

1.1. Amendment 176 to Annex 1 on Personnel Licensing

Differences shall be notified

1.2. Amendment 79 to Annex 3 on Meteorological Service for International Air Navigation

Differences shall be notified

1.3. Amendments 44, 37, 23 respectively to Parts I, II and III of Annex 6 on Operations of Aircraft

Part I: Differences shall be notified
Part II: Differences shall be notified
Part III: Differences shall be notified

1.4. Amendment 92 to Annex 10 on Aeronautical Telecommunications, Volume I and II

Volume I: Differences shall be notified
Volume II: Differences shall be notified

1.5. Amendment 52 to Annex 11 on Air Traffic Services

Differences shall be notified

1.6. Amendments 15 and 9 to Annex 14 on Aerodromes, Volume I and II

Volume I: Differences shall be notified
Volume II: Differences shall be notified

1.7. Amendment 41 to Annex 15

Difference shall be notified

1.8. Amendments 13, 10, and 1 to Annex 16 on Environment, Volumes I, II and III

Volume I: Differences shall be notified
Volume II: Differences shall be notified
Volume III: Differences shall be notified

2. DETAILS OF THE DIFFERENCES THAT SHALL BE NOTIFIED

2.1. Amendment 176 to Annex 1 on Personnel Licensing

2.1.1. Description

The amendment arises from recommendations developed by the ICAO Competency-based Training and Assessment Task Force (CBTA-TF) and the ICAO Secretariat, and concerns alignment with Amendment 5 to the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), new definitions, updates the requirements for flight operations officers/flight dispatchers, amendment to powered-lift aircraft provisions and postponement of their applicability, and introduction of air traffic control on-the-job training instructor provisions.

2.1.2. Relevant Union Law

Commission Regulation (EU) No 1178/2011[1]

Commission Regulation (EU) 2015/340[2]

2.1.3. Table of differences that shall be notified for amendment 176 to Annex 1

Annex provision	**Difference category**	**Details of difference**	**Remarks**
CHAPTER 1. DEFINITIONS AND GENERAL RULES CONCERNING LICENCES 1.1 Definitions Competency; Competency Element; Competency Unit; Error management; Performance criteria; Threat management.	C	Regulation (EU) 1178/2011 includes these definitions as specified in ICAO Annex 1, 12th edition 2018. Regulation (EU) 2015/340 does not include the referenced definitions.	To address editorial issues, amendment to Regulation (EU) 1178/2011 is planned to be adopted under RMT.0587, 'Regular update of regulations regarding pilot training, testing and checking and the related oversight'. An amendment to Regulation (EU) 2015/340 will be considered in the future under RMT.0668, 'Regular update of air traffic controller licensing rules'.

[1] OJ L/311, 25/11/2011, p.1
[2] OJ L63 06.03.2015, p1

CHAPTER 1. DEFINITIONS AND GENERAL RULES CONCERNING LICENCES 1.1 Definitions Competency-Based Training and Assessment; Competency Standard; Conditions; ICAO Competency Framework; Monitoring; Observable behaviour (OB); Pilot flying (PF); Pilot monitoring (PM).	C	EU regulations do not include these definitions.	Amendment to Regulation (EU) 1178/2011 is planned to be adopted under RMT.0587, 'Regular update of regulations regarding pilot training, testing and checking and the related oversight'.
2.4.3 Specific requirements for the issue of the aeroplane category rating 2.4.3.1 Experience 2.4.3.1.1 Credit shall be limited to a maximum of 20 hours.	A	FCL.315 CPL together with Appendix 3 to Annex I (Part-FCL) of Reg. 1178/2011 allows a maximum of 10 hours credit.	
1.2.8.2 and APPENDIX 2. APPROVED TRAINING ORGANIZATION 3. Training programmes	B	FCL.115 LAPL, of FCL.210 PPL, FCL.315 CPL, and FCL.315(A), FCL.410.A MPL, FCL.515 ATPL, FCL930 FI, FCL.930FI FI, FCL.930.TRI TRI, FCL.930.CRI CRI, FCL930.IRI IRI, FCL930.SFI SFI, FCL930.MCCI MCCI, FCL930.ST STI, FCL.930.MI MI, FCL.930FTI FTI, Appendix 3 to Annex I, Appendix 5 to Annex I, and Appendix 6 to Annex I of Annex I (Part-FCL) of Commission Regulation (EU) 2011/1178 Flight Crew Licensing, ensure the necessary flexibility of training programmes.	

CHAPTER 4 LICENCES AND RATINGS FOR PERSONNEL OTHER THAN FLIGHT CREW MEMBERS 4.4 Air traffic controller licence 4.4.1 Requirements for the issue of the licence 4.4.1.3 Experience 4.4.1.3.1	C	Regulation (EU) 2015/340 does not contain the requirement on the 3 months service.	Amendment to Regulation (EU) 2015/340 will be considered under Rulemaking Task RMT.0668, 'Regular update of the air traffic controller licencing rules'. A notice of proposed amendment (NPA) is anticipated to be issued by end of 2020.
4.4.1.3.2	A	EU regulation 2015/340 addresses the referenced standard in a detailed manner as regards experience and training of on-the-job training instructors.	No change to Regulation (EU) 2015/340, Part-ATCO is foreseen.
4.5 Air traffic controller ratings 4.5.2 Requirements for air traffic controller ratings 4.5.2.2 Experience 4.5.2.2.1 subparagraph b)	B	Part-ATCO to EU regulation 2015/340 addresses the referenced standard without imposing an additional obligation.	No change to Regulation (EU) 2015/340, Part-ATCO is foreseen.
4.5.2.2.1 subparagraph c)	C	EU regulations do not require Surveillance Radar Approach experience/training.	It is foreseen the standard to be addressed in the associated AMC to Part-ATCO of Regulation (EU) 2015/340 under RMT.0668, 'Regular update of the air traffic controller licencing rules'. A notice of proposed amendment (NPA) is anticipated to be issued by end of 2020.

4.5.2.2.2	B	Part-ATCO to Regulation (EU) 2015/340 does not require the application for a rating to be made within six months from the completion of experience. However, the same regulation requires the privileges to be exercised within a time limit that shall not exceed 90 days. The ATCO rule refers to 1 year, when the holder of a student air traffic controller licence has not started exercising the privileges of that licence from the date of its issue or has interrupted exercising those privileges for a period of more than one year. He/she then may only start or continue unit training in that rating after an assessment of his/her previous competence, as to whether he/she continues to satisfy the requirements relevant to that rating, and after satisfying any training requirements resulting from this assessment.	

1.2. Amendment 79 to Annex 3 on Meteorological Service for International Air Navigation

1.2.1. Description

The Amendment, arising from the fourth meeting of the Meteorology Panel (METP/4), concerns the ICAO meteorological information exchange model (IWXXM), international airways volcano watch (IAVW), world area forecast system (WAFS), SIGMET, AIRMET and GAMET[3].

1.2.2. Relevant Union Law

Commission Implementing Regulation (EU) 2017/373[4]

[3] AIRMET and SIGMET are referred to in Regulation (EU) No 2017/373. They represent information to airspace users regarding certain meteorological conditions.

GAMET is defined in ICAO rules. It is an area forecast in abbreviated plain language for low-level flights for a flight information region or sub-area thereof, prepared by the meteorological office designated by the meteorological authority concerned and exchanged with meteorological offices in adjacent flight information regions, as agreed between the meteorological authorities concerned. As regards EU legislation, reference is made to the 'area forecast for low level flights' as defined in Annex I (Definitions) to Regulation (EU) No 2017/373.

1.2.3. Table of differences that shall be notified for amendment 79 to Annex 3

Annex provision	**Difference category**	**Details of difference**	**Remarks**
ANNEX 3, Amendment 79, Chap 1. 1.1 'Definitions'; 'Volcanic ash advisory centre (VAAC)'	C	In EU Rules, the definition of 'volcanic ash advisory centre (VAAC)' includes the text 'following volcanic eruptions'.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point the text 'following volcanic eruptions' is anticipated to be deleted and the definition of 'volcanic ash advisory centre (VAAC)' will be consistent with ICAO Amendment 79.
ANNEX 3, Amendment 79, Chap 3. 3.4 'Meteorological Watch Offices'; new provision 3.4.4	C	In EU rules, the recommendation that meteorological watch offices (MWO) should coordinate SIGMET with neighbouring MWO is not included.	Amendment to Regulation (EU) No 2017/373 is planned to be adopted by Q3 2021, at which point an equivalent requirement to that of ICAO Amendment 79 is anticipated to be included and will be consistent with ICAO Amendment 79.
ANNEX 3, Amendment 79, Chap 3. 3.7 'Tropical cyclone advisory centres'; provision 3.7 b).	C	In EU rules, the requirement to include changes in the intensity at time of observation (of tropical cyclone) is not included.	Amendment to Regulation (EU) No 2017/373 is planned to be adopted by Q3 2021, at which point the requirement to include changes in the intensity at time of observation (of tropical cyclone) is anticipated to be included and will be consistent with ICAO Amendment 79.
ANNEX 3, Amendment 79, App 1. 'Model charts and forms'; MODEL VAG and MODEL SVA).	C	In EU rules, the updated model (example) charts depicting Mercator and Polar Stereographic projections for volcanic ash advisory in graphical format, and for SIGMET in graphical format are not included.	Amendment to Regulation (EU) No 2017/373 is planned to be adopted by Q3 2021, at which point updated model (example) charts depicting Mercator and Polar Stereographic projections are anticipated to be included and will be consistent with ICAO Amendment 79.

[4] OJ L62, 8.3.2017, pp-1.

ANNEX 3, Amendment 79, App 2; 1.2 'Upper-air gridded forecasts', provision 1.2.1	C	In EU rules, the following differences exist for this provision: 1) The reference to 'clear air' and 'in-cloud' (in the context of turbulence) is included; 2) The order of dissemination of forecasts is that of the order of production; and, 3) The time by which the dissemination shall be completed is 6 hours after standard time of observation.	Amendment to Regulation (EU) No 2017/373 is planned to be adopted by Q3 2021, at which point; 1) the deletion of 'clear air' and 'in cloud'; 2) the deletion of a specified order of dissemination; and, 3) the completion of dissemination by 5 hours are anticipated to be included and will be consistent with ICAO Amendment 79.
ANNEX 3, Amendment 79, App 2; 1.2 'Upper-air gridded forecasts', to provision 1.2.2 g)	C	In EU rules, new turbulence layers centred at flight levels 100 (700 hPa), 140 (600 hPa), 180 (500 hPa), are not included.	Amendment to Regulation (EU) No 2017/373 is planned to be adopted by Q3 2021, at which point the new turbulence layers centred at flight levels 100 (700 hPa), 140 (600 hPa), 180 (500 hPa) including related Notes, are anticipated to be included and will be consistent with ICAO Amendment 79.
ANNEX 3, Amendment 79, App 2; 1.3 'Significant weather (SIGWX) forecasts', to provision 1.3.1.1	C	In EU rules, the time by which the dissemination of the significant weather (SIGWX) forecasts shall be completed, is not later than 9 hours after standard time of observation.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point requirement to completion dissemination, by 7 hours under normal operations and by 9 hours after standard time of observation during backup operations, is anticipated to be included and will be consistent with ICAO Amendment 79.
ANNEX 3, Amendment 79, App 2; 1.3 'Significant weather (SIGWX) forecasts', to provision 1.3.1.3	C	In EU rules, and noting the deferred applicability of the ICAO Amendment (4 Nov 2021), there are no requirements for World Area Forecast Centres to issue SIGWX forecasts in IWXXM code form.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point the requirement for WAFCs to issue SIGWX forecasts in IWXXM code form are anticipated to be included and will be consistent with ICAO Amendment 79.

ANNEX 3, Amendment 79, App 2; 2.1 'Use of world area forecast system (WAFS) products', provision 2.1.2	C	In EU rules, this provision is not transposed. Accordingly, and noting the deferred applicability of the ICAO Amendment (4 Nov 2021), there are no requirements for aerodrome meteorological offices to decode IWXXM data received from the WAFCs into standard WAFS charts.	MET.TR.215 of Commission Implementing Regulation (EU) 2017/373 is not explicit with regard to the use of WAFS products used in the preparation of meteorological information provided for flight documentation. No change to Regulation (EU) No 2017/373 in this regard is foreseen.
ANNEX 3, Amendment 79, App 2; 2.2 'Notification of WAFC concerning significant discrepancies', provision 2.2	C	In EU rules, and noting the deferred applicability of the ICAO Amendment (4 Nov 2021), there are no requirements for aerodrome meteorological offices using IWXXM data received from the WAFC concerned to notify of significant discrepancies.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point the requirements for the meteorological services provider (not just aerodrome meteorological offices), to inform the WAFC concerned of significant discrepancies when using IWXXM data is anticipated to be included and will be consistent with ICAO Amendment 79.
ANNEX 3, Amendment 79, App 2; Table A2-1 'Template for advisory message for volcanic ash'	C	In EU rules, the template does not include provisions for references to 'UNKNOWN' in the case of 'State/Region' section of the advisory. The references to; 'SFC' (surface) elevation and 'UNKNOWN' in the 'Summit elevation' section are not included. Examples and footnotes relating to 'RE-SUSPENDED' volcanic ash are not included.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point the provisions for references to 'UNKNOWN' in the State/Region section; 'SFC' (surface) elevation and 'UNKNOWN' in the 'Summit elevation' section; and examples including 'RE-SUSPENDED' volcanic ash are anticipated to be included and will be consistent with ICAO Amendment 79.
ANNEX 3, Amendment 79, App 2; Example A2-1 'Template for advisory message for volcanic ash'	C	In EU rules, the change to the 'volcano number' in the example is not included.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point the change to the 'volcano number' in the example is anticipated to be included and will be consistent with Amendment 79.

ANNEX 3, Amendment 79, App 2; Table A2-2 'Template for advisory message for tropical cyclone'	C	In EU rules, the template does not include: 1) provisions for including the change of intensity at time of observation of the tropical cyclone; 2) inclusion of the option 'NIL' with regard to observed cumulonimbus (CB) cloud.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point the provisions for including the change of intensity at time of observation of the tropical cyclone and the inclusion of the option 'NIL' with regard to observed cumulonimbus (CB) cloud are anticipated to be included and will be consistent with ICAO Amendment 79.
ANNEX 3, Amendment 79, App 2; Example A2-2 'Advisory message for tropical cyclone'	C	In EU rules, the updated example does not include the item noting the change of intensity at time of observation of the tropical cyclone.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point the item noting the change of intensity at time of observation of the tropical cyclone is anticipated to be included and will be consistent with ICAO Amendment 79.
ANNEX 3, Amendment 79, App 2; Table A2-3 'Template for advisory message for space weather information'	C	In EU rules, the function of space weather centres – and therefore Table A2-3 – is not currently included.	EASA will continue to monitor the developments of space weather provision. At the current time, there is no anticipated timescale for inclusion of the function of space weather centres in EU rules.
ANNEX 3, Amendment 79, App 3; Table A3-2 'Template for advisory message for METAR and SPECI	C	In EU rules, the use of the solidi ('/') as a 'missing data' indicator is not included explicitly.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point the use of the solidi ('/') as a 'missing data' indicator in the EU context will have been considered for inclusion in EU rules.

ANNEX 3, Amendment 79, App 4; 2.6 'Turbulence', provision 2.6.2	C	Chapter 5 and Annex 4 to ICAO Annex 3 are not transposed into EU regulation.	The provisions regarding reporting of turbulence in regard to 'eddy dissipation rate' (EDR) will be covered by Commission Implementing Regulation (EU) No 923/2012 (SERA) which addresses aircraft observations and reports by voice communication under Rulemaking task 0476, Regular Update of SERA. The provisions related to data link communication will be also considered in the framework of the future task related to data link operations.
ANNEX 3, Amendment 79, App 4; 2.6 'Turbulence', provision 2.6.3	C	Chapter 5 and Annex 4 to ICAO Annex 3 are not transposed into EU regulation.	The provisions regarding reporting of turbulence in regard to 'eddy dissipation rate' (EDR) will be covered by Commission Implementing Regulation (EU) No 923/2012 (SERA) which addresses aircraft observations and reports by voice communication under Rulemaking task 0476, Regular Update of SERA. The provisions related to data link communication will be also considered in the framework of the future task related to data link operations.
ANNEX 3, Amendment 79, App 4; Table A4-1 'Template for the special air-report (downlink)	C	Chapter 5 and Annex 4 to ICAO Annex 3 are not transposed into EU regulation.	The provisions regarding reporting heavy dust storms will be covered by Commission Implementing Regulation (EU) No 923/2012 (SERA) that addresses aircraft observations and reports by voice communication under Rulemaking task 0476, Regular Update of SERA. The provisions related to data link communication will be also considered in the framework of the future task related to data link operations.

ANNEX 3, Amendment 79, App 5; 4.4 'Exchange' and dissemination of area forecasts for low-level flights', new provision 4.4.2	C	In EU rules, there is no reference to the dissemination of area forecasts for low-level flight to the aeronautical fixed service Internet-based services.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point the dissemination of area forecasts for low-level flight to the aeronautical fixed service Internet-based services is anticipated to be included and will be consistent with ICAO Amendment 79.
ANNEX 3, Amendment 79, App 6; 4.2 'Criteria related to phenomenon including in SIGMET and AIRMET messages and special air-reports (uplink)', new provision 4.2.6	C	In EU rules, the lower thresholds for severe and moderate turbulence are 0.7 and 0.4 respectively.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point the lower thresholds for severe and moderate turbulence respectively are anticipated to be changed to 0.45 and 0.20 respectively and will be consistent with ICAO Amendment 79.
ANNEX 3, Amendment 79, App 6; Table A6-1A 'Template for SIGMET and AIRMET'	C	In EU rules provision for: 1) identifying cumulonimbus cloud (CB) in association with forecast tropical cyclone position and related footnotes, is not included; and, 2) revision of footnotes relating to SIGMET for radioactive cloud is not included.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point the provision for: 1) identifying CB in association with forecast tropical cyclone position and related footnotes; and, 2) revision of footnotes relating to SIGMET for radioactive cloud, are anticipated to be included and will be consistent with ICAO Amendment 79.
ANNEX 3, Amendment 79, App 6; Table A6-1B, 'Template for special air-reports (uplink)'	C	In EU rules: 1) 'heavy dust storm' (HVY DS) is not included; and, 2) the insertion of 'Observed' with regard to 'Location' and 'Level' is not included.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point the relevance of special air-reports (uplink) in the context of EU operations will have been considered for inclusion in Regulation (EU) 2017/373.

ANNEX 3, Amendment 79, App 6; Example A6-4, 'SIGMET message for radioactive cloud'	C	In EU rules, the ICAO formulation of SIGMET message for radioactive cloud is not adopted.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point the ICAO formulation of SIGMET message for radioactive cloud is anticipated to be included and will be consistent with ICAO Amendment 79.
ANNEX 3, Amendment 79, App 8; 2.2 'Format of information on significant weather', provision 2.2.1	B	The EU rules do not differentiate between pre-flight planning and in-flight replanning in this regard.	No change to Regulation (EU) No 2017/373 in this regard is foreseen.
ANNEX 3, Amendment 79, App 8; 2.2 'Format of information on significant weather', provision and 2.2.2	C	In EU rules, and noting the deferred applicability (4 November 2021) of the recommendation that information on significant weather supplied by the WAFCs should be in IWXXM code form is not included.	Amendment to Regulation (EU) 2017/373 is planned to be adopted by Q3 2021, at which point, recognising the deferred applicability (4 November 2021), the recommendation that information on significant weather supplied by the WAFCs should be in IWXXM code form is anticipated to be included and will be consistent with ICAO Amendment 79.

1.3. Amendments 44, 37, 23 respectively to Parts I, II and III of Annex 6 on Operations of Aircraft

1.3.1. Description

Amendment 44 to Annex 6 Part I relates to conflict zones, all-weather operations, harmonization of terms for authorizations, acceptance and approvals (AAA), cargo compartment, ground proximity warning system (GPWS), life jackets, Article 83 *bis*, flight recorders, recording of data link communications messages, and the location of an aircraft in distress.

Amendment 37 to Annex 6 Part II relates to all-weather operations, harmonization of terms for authorizations, acceptance and approvals (AAA), Article 83 *bis*, flight recorders, and recording of data link communications messages.

Amendment 23 to Annex 6 Part III relates to all-weather operations, harmonization of terms for authorizations, acceptance and approvals (AAA), Article 83 *bis*, development of a helicopter code of performance with exposure, flight recorders, and recording of data link communications messages.

1.3.2. Relevant Union Law

Commission Regulation (EU) No 965/2012[5]

[5] OJ L 296 25.10.2012 pp. 1.

1.3.3. Table of differences that shall be notified for Amendment 44 to Part I of Annex 6

Annex provision	Difference category	Details of difference	Remarks
4.2.8.1.1	C	Partially implemented. The CVS does not receive operational credits. Reg. (EU) 965/2012 currently only allows operational credits for HUDs and EVS.	
4.2.8.2	C	Partially implemented. The newly introduced elements of the standard are not yet transposed in the EU rules.	
4.3.4.1.2	C	Partially implemented. The EU rules use the ETOPS concept instead of EDTO.	The EDTO standards are planned to be transposed into Reg. (EU) 965/2012 through RMT.0392.
4.7.2.1	C	Not implemented. Reg. (EU) 965/2012 does not use EDTO. Instead, the ETOPS concept is used.	The EDTO standards is planned to be transposed into Reg. (EU) 965/2012 through RMT.0392.
4.7.2.2	C	Not implemented. Reg. (EU) 965/2012 does not use EDTO. Instead, the ETOPS concept is used.	The EDTO standards is planned to be transposed into R. (EU) 965/2012 through RMT.0392.
4.7.2.3	C	Not implemented. Reg. (EU) 965/2012 does not use EDTO. Instead, the ETOPS concept is used.	The EDTO standards is planned to be transposed into Reg. (EU) 965/2012 through RMT.0392.
4.7.2.4	C	Not implemented. Reg. (EU) 965/2012 does not use EDTO. Instead, the ETOPS concept is used.	The EDTO standards is planned to be transposed into Reg. (EU) 965/2012 through RMT.0392.
4.7.2.6	C	Not implemented. Reg. (EU) 965/2012 does not use EDTO. Instead, the ETOPS concept is used.	The EDTO standards is planned to be transposed into Reg. (EU) 965/2012 through RMT.0392.
6.1.5.1	C	Not implemented.	

6.1.5.2	C	Not implemented.	
6.1.5.3	C	Not implemented.	
6.1.5.4 Recommendation	C	Not implemented.	
6.3.3.1.1	A	More Exacting or Exceeds. CAT.IDE.A.195 (a) of Reg. (EU) 965/2012 requires recording data link communications for aeroplanes issued with an individual CofA on or after 08 April 2014.	
6.3.3.1.2	C	Not implemented. CAT.IDE.A.195 (a) of Reg. (EU) 965/2012 is only applicable to aeroplanes first issued with an individual CofA on or after 8 April 2014. Retrofit of data link recording equipment is not required.	
6.3.3.1.3 Recommendation	C	Not implemented.	
6.18.1	C	Partially implemented. CAT.GEN.MPA.210 of Reg. (EU) 965/2012 is not applicable to aeroplanes with MCTOM of less than 45 500 kg and MOPSC of less than 19. In addition, CAT.GEN.MPA.210 is only applicable to aeroplanes that are issued with an individual CofA on or after 1 January 2023.	
6.18.2 Recommendation	C	Not implemented.	

Appendix 8 1.6	C	Not implemented. If an ADRS is used, there currently is no EU requirement addressing the reliability of its power source	Difference shall be notified against Standard 6.3.1.1.1
Appendix 10	C	Not implemented	

1.1.4. Table of differences that shall be notified for Amendment 37 to Part II of Annex 6

Annex provision	**Difference category**	**Details of difference**	**Remarks**
2.2.2.2.1.1	C	Partially implemented. The CVS does not receive operational credits. Reg. (EU) 965/2012 currently only allows operational credits for HUDs and EVS.	
2.4.16.2.1	C	Partially implemented.	There is no flight recorder carriage requirement in Part-NCO
2.4.18.1	C	Not implemented.	
2.4.18.2	C	Not implemented.	
2.4.18.3	C	Not implemented.	
2.4.18.4	C	Not implemented.	
Appendix 2.5	C	Not implemented.	

1.1.5. Table of differences that shall be notified for Amendment 23 to Part III of Annex 6

Annex provision	**Difference category**	**Details of difference**	**Remarks**
2.2.8.1.1	C	Partially implemented. The CVS does not receive operational credits. Regulation (EU) 965/2012 currently only allows operational credits for HUDs and EVS.	

2.2.8.2	C	Partially implemented The newly introduced elements of the standard are not yet transposed in the EU rules.	
4.1.5.1	C	Not implemented	
4.1.5.2	C	Not implemented	
4.1.5.3	C	Not implemented	
4.1.5.4	C	Not implemented	
4.3.3.1.2	C	Not implemented	
4.3.3.1.2.4	C	Not implemented	
4.7.3.1.1.1	C	Not implemented	
4.13.1	C	Not implemented	
4.13.2	C	Not implemented	
4.13.3	C	Not implemented	
4.13.4	C	Not implemented	
Appendix 4 1.6	C	Not implemented. If an ADRS is used, there currently is no EU requirement addressing the reliability of its power source	Difference should be filed against Standard 4.3.1.1.4
Appendix 6	C	Not implemented	

1.4. Amendment 92 to Annex 10 on Aeronautical Telecommunications, Volume I and Volume II

1.4.1. Description

Volume I: The Amendment relates to global navigation satellite system (GNSS) and conventional navigation aids arising from the fourth and fifth meetings of the Navigation Systems Panel (NSP/4 and 5). The Amendment addresses: (a) instrument landing system (ILS) facility performance categories; (b) provision of information on the operational status of radio navigation services; (c) update of satellite-based augmentation system (SBAS) provisions to introduce new SBAS service providers, a new Coordinated Universal Time (UTC) standard identifier, and Global Positioning System (GPS) issue of data (IOD) monitoring requirements; (d) provisions to ensure compatibility of the ground-based augmentation system (GBAS) very high frequency (VHF) data broadcast

(VDB) with ILS and VHF omnidirectional radio range (VOR); (e) clarifications and corrections to GBAS provisions; and (f) additional guidance on GNSS integrity alert limits.

Volume II: The Amendment is related to ICAO information meteorological exchange model (IWXXM), aeronautical fixed telecommunication network (AFTN), and aeronautical fixed service (AFS).

1.4.2. Relevant Union Law

Commission Implementing Regulation (EU) 2017/373[6]

1.4.3. Table of differences that shall be notified for Amendment 92 to Annex 10 Volume I

Annex provision	**Difference category**	**Details of difference**	**Remarks**
Annex 10, Volume I Amendment 92	C	Regulation (EU) 2017/373 refers to ICAO Annex 10, Volume I up to and including Amendment 89 only.	Compliance will be achieved when amending point CNS.TR.100 of Regulation (EU) 2017/373 under RMT.0719 'Regular update of ATM/ANS rules (IR/AMC/GM)' according to the schedule detailed in the actual EPAS.

1.1.0.

1.1.4. Table of differences that shall be notified for Amendment 92 to Annex 10 Volume II

Annex provision	**Difference category**	**Details of difference**	**Remarks**
Annex 10 Volume II, Amendment 92, Chapter 4, 4.3	C	Regulation (EU) 2017/373 refers to ICAO Annex 10, Volume I up to and including Amendment 89 only.	Compliance will be achieved when amending point CNS.TR.100 of Regulation (EU) 2017/373 under RMT.0719 'Regular update of ATM/ANS rules (IR/AMC/GM)' according to the schedule detailed in the actual EPAS.

1.5. Amendment 52 to Annex 11 on Air Traffic Services

1.5.1. Description

The Amendments concern contingency planning in respect of conflict zones. They are inspired by safety recommendations made by the Dutch Safety Board (DSB) in the wake of Malaysian Airlines Flight 17 (MH17) and by recommendations of the Task Force on Risks to Civil Aviation arising from Conflict Zones (TF RCZ) (C-DEC 203/1). The Amendment also concerns amendments in form of a new provision on read-back by drivers of operational vehicles.

1.5.2. Relevant Union Law

Commission Implementing Regulation (EU) 2017/373[7]

[6] OJ L62, 8.3.2017, pp-1.

Commission Implementing Regulation (EU) 2020/469[8]

Commission Regulation (EU) No 139/2014[9]

Commission Implementing Regulation (EU) No 923/2012[10]

1.5.3. Table of differences that shall be notified for Amendment 52 to Annex 11

Annex provision	**Difference category**	**Details of difference**	**Remarks**
Annex 11 Amendment 52, Chapter 2.19, Point 2.19.3	C	In EU rules the requirement on the appropriate ATS authority to ensure the conduct of a safety risk assessment and the implementation of appropriate risk mitigation measures, is not included.	Amendment of Regulation (EU) 2017/373 is planned through RMT.0719 'Regular update of air traffic management/air navigation services rules' and the schedule can be followed in the European Plan for Aviation Safety (EPAS).
Annex 11 Amendment 52, Chapter 2.19, Point 2.19.3.1	C	In EU rules the requirement on the Member State to establish procedures to facilitate the consideration of all relevant safety-significant factors in the safety risk assessment, is not included.	Amendment of Regulation (EU) 2017/373 is planned through RMT.0719 'Regular update of air traffic management/air navigation services rules' and the schedule can be followed in the European Plan for Aviation Safety (EPAS).

[7] OJ L62, 8.3.2017, pp-1.
[8] OJ L 104 3.4.2020 pp. 1
[9] OJ L 44 14.2.2020 pp. 1
[10] OJ L 281, 13.10.2012, pp. 1

Annex 11, Amendment 52, Chapter 3, Point 3.7.3.3	A	The proposal for amendment to Regulation (EU) No 139/2014, which is expected to be published by the end of 2020, contains the following provisions: *"(3) The drivers of a radio-equipped vehicle, operating or intending to operate on the manoeuvring area shall read back to the air traffic services personnel safety-related parts of instructions which are transmitted by voice. Instructions to enter, hold short of, cross and operate on any runway taxiway or runway strip shall always be read back;* *(4) read back to the air traffic services personnel or acknowledge instructions other than in point (3) in a manner to clearly indicate that they have been understood and shall be complied with."* <u>The ICAO text</u>: The vehicle operating or intending to operate on the manoeuvring area shall read back to the air traffic controller safety related parts of instructions which are transmitted by voice e.g. instructions to enter, hold short of, cross and operate on any operational runway or taxiway.	The EU regulation expected to be more exacting as it is considered that the requirements on vehicle drivers should be as precise as for the flight crew. The corresponding requirements of Regulation (EU) No 139/2014 may be replicated in Regulation (EU) 923/2012 in point SERA.8015(e) through RMT.0476 'Regular update of SERA rule (IR/AMC/GM)' and planned to become applicable in Q4 2023.

Annex 11, Amendment 52, Chapter 3, Point 3.7.3.4	C	In EU rules the requirement on the controller to listen to the read-back of the vehicle driver, is not included.	Amendment of Regulation (EU) 923/2012 is considered through RMT.0476 'Regular update of SERA rule (IR/AMC/GM)' and planned to become applicable in Q4 2023, at which point the requirement on the controller to listen to the read-back of the vehicle driver will be consistent with Amendment 52.

1.6. Amendment 15 and 9 to Annex 14 on Aerodromes, Volume I and Volume II

1.6.1. Description

Volume I: The Amendment relates to aerodrome design and operations and visual aids for navigation.

Volume II: The Amendment concerns modifications of aerodrome design and operation specifications stemming from the third meeting of the Aerodrome Design and Operations Panel (ADOP/3) and eighth meeting of the PANS-Aerodromes Study Group (PASG/8).

1.6.2. Relevant Union Law

Volume I: Commission Regulation (EU) No 139/2014[11] and Commission Implementing Regulation (EU) 2017/373[12]

Volume II: Commission Regulation (EU) No 139/2014[13]

1.6.3. Table of differences that shall be notified for Amendment 15 to Annex 14 Vol I

Annex provision	**Difference category**	**Details of difference**	**Remarks**
1.1.7. Installation of objects on runway strips	A	The certification specifications contains higher values for certain runway types	The provision is planned to be adopted by Q3/ 2021
3.6.3 Width of clearways	A	The current certification specification contains a higher value for certain types of runways	EASA will consider further the need to amend the certification specification

[11] OJ L 44 14.2.2020 pp. 1
[12] OJ L62, 8.3.2017, pp-1.
[13] OJ L 44 14.2.2020 pp. 1

3.12.6 Holding bays, runway-holding positions, intermediate holding positions and road-holding positions	B	The current certification specification does not clarify the intent of the specification with respect to the inner transitional surface	The provision is planned to be adopted by Q3/ 2021
3.12.8 Holding bays, runway-holding positions, intermediate holding positions and road-holding positions	C	The provision has been transposed as GM	The provision may be adopted by Q3/2021
5.3.23.4 Runway guard lights	C	The current certification specifications do not address this provision	The provision is planned to be adopted by Q3/ 2021
5.3.23.5 Location of Runway guard lights	C	The current certification specifications do not address this provision	The provision is planned to be adopted by Q3/ 2021
5.3.23.6 Location of Runway guard lights	C	The current certification specifications do not address this provision	The provision is planned to be adopted by Q3/ 2021
5.3.23.10 Characteristics of Runway guard lights	B	The current certification specification addresses this provision in a different manner	The provision is planned to be adopted by Q3/ 2021
5.3.29.3 Location of no entry bar	C	The current certification specifications do not address this provision	The provision is planned to be adopted by Q3/ 2021
5.3.29.8 Characteristics of no entry bar	B	The current certification specifications address this provision in a different manner	The provision is planned to be adopted by Q3/ 2021
5.4.1 Table 5-5	A	The current specification provides for a larger face height of signs	This provision is planned to be maintained
5.4.3.35 information signs	C	The current certification specification does not fully address this provision	The provision is planned to be adopted by Q3/ 2021

5.4.3.37 information signs	C	The current certification specification does not fully address this provision	The provision is planned to be adopted by Q3/ 2021
5.4.3.39	C	The current certification specification does not fully address this provision	The provision is planned to be adopted by Q3/ 2021
9.9.5	A	The current certification specification is more demanding with regard to the installation of objects for certain runway types	The provision is planned to be adopted by Q3/ 2021

1.1.4. Table of differences that shall be notified for Amendment 9 to Annex 14 Vol II

Annex provision	**Difference category**	**Details of difference**	**Remarks**
1.1 Definition of Design D	C	The definition is not covered by the current provisions. In addition, it applies only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
1.1 Definition of D-value	C	The definition is not covered by the current provisions. In addition, it applies only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
1.1 Definition of Dynamic load-bearing surface	C	The current definition is linked to emergency touchdown and not helicopter motion. In addition, it applies only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

1.1 Definition of Elongated	C	The definition is not covered by the current provisions. In addition, it applies only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
1.1 Definition of Helicopter stand	C	The current definition does not cover all the functions covered by the new definition of helicopter stand. In addition, it applies only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
1.1 Definition of Helicopter taxiway	C	The new content of the definition is not covered by the current provisions. In addition, it applies only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
1.1 Definition of Helicopter taxi-route	C	The definition is not covered by the current provisions. In addition, it applies only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
1.1 Definition of Protection area	C	The current definition covers also the taxi-route. In addition, it applies only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
1.1 Definition of Touchdown positioning circle (TDPC)	C	The definition is not covered by the current provisions. In addition, it applies only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

1.1 Definition of Touchdown positioning marking (TDPM)	C	The definition is not covered by the current provisions. In addition, it applies only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
2.4.1 Heliport dimensions and related information	C	The specification has not been transposed.	The specification will be considered in the future under RMT.0722, by Q4/2023.
2.4.3 Heliport dimensions and related information	C	The specification has not been transposed.	The specification will be considered in the future under RMT.0722, by Q4/2023.
2.7.1 Rescue and firefighting (information concerning the level of protection)	C	The relevant specifications which apply for aerodromes as well have been transposed as guidance material	The specification will be considered in the future under RMT.0722, by Q4/2023
2.7.2 Rescue and firefighting (category)	C	The relevant specifications which apply for aerodromes as well have been transposed as guidance material.	The specification will be considered in the future under RMT.0722, by Q4/2023.
2.7.3 Rescue and firefighting (promulgation of changes to level of protection)	C	The relevant specifications which apply for aerodromes as well have been transposed as guidance material.	The specification will be considered in the future under RMT.0722, by Q4/2023.
2.7.4 Rescue and firefighting (new category)	C	The relevant specifications which apply for aerodromes as well have been transposed as guidance material	The specification will be considered in the future under RMT.0722, by Q4/2023.
3.1.1 Final approach and take-off areas (FATO)	C	The current provisions address the FATO in a different manner. In addition, the current provision apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

3.1.2 Provision of FATO	C	The current provisions do not foresee that a FATO needs not be solid. In addition, the current provision apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.3 Dimensions of FATO	C	The current provisions define the dimensions of FATO in a different manner. In addition, the current provision apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.5 Slope of solid FATO	C	The current provisions define the slopes in a different manner. In addition, the current provision apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.8 FATO safety areas	C	The current provisions address the characteristics of the safety area in a different manner. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.9 FATO safety area dimensions	C	The current provisions address the dimensions of the safety area in a different manner. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

3.1.11 Objects in FATO safety area	C	The current provisions address the presence of objects in the safety area in a different manner. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.13 Provision of protected side slope	C	The current provisions address the presence of objects in the safety area in a different manner. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.14 Provision of protected side slope	C	The current provisions address the presence of objects in the safety area in a different manner. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.15 Obstacles in a surface of a protected side slope	C	The existing specification foresees the possibility or penetration of the surface under certain conditions. In addition, the current provision applies only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

3.1.16 Helicopter clearways	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.19 Width of helicopter clearways	C	The current provision contains a single slope. In addition, the current provision applies only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.21 Touchdown and lift-off areas (TLOF)	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.24 Dimensions of TLOF	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.26 Slopes on a TLOF	A	The current specification contains stricter slope characteristics. In addition, the current provision applies only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

3.1.27 TLOF within FATO	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.28 TLOF on helicopter stand	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.29 TLOF markings	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.30 TDPM in FATO/TLOF	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.31 Alternative TDPMs	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

3.1.33 Helicopter taxiways	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.34 Width of helicopter taxiways	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.35 Transverse slope of helicopter taxiways	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.36 Helicopter taxi-routes	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.38 Helicopter taxi-route slope	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

3.1.42 Helicopter air taxi-routes	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.44 Helicopter stands	C	The current provisions address the characteristics of stands in a different manner. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.45 Dimensions of helicopter stands	C	The current provisions address the characteristics of stands in a different manner. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.46 Slope of helicopter stands	C	The current provisions address the characteristics of stands in a different manner. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.47 Markings of helicopter stands	C	The current specifications allow the non-provision of stand marking. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

3.1.52 Protection area for non-simultaneous use stand	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
3.1.55 Slope of solid protection area	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
4.2.7 Approach and take-off climb surface for surface-level heliports	C	The specification does not cover the availability of at least one protected side slope. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.2 Heliport identification marking (note, but a new Figure 5-1A is introduced)	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.7.4 Aiming point marking characteristics	C	The current provisions specify white as applicable colour and do not require the colour of the marking to be in contrast with the background. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

5.2.9.1 Provision of TDPM	C	The current provision define the provision of TDPM in a more prescriptive and conditional manner. In addition, the current provision applies only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.9.2 TDPM characteristics	C	The current provisions do not address these specifications. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.9.3 TDPC location	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.9.5 Prohibited landing sector marking	C	The current provisions do not address these specifications. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.9.8 Length of shoulder line	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

5.2.9.9 Prohibited landing sector markings characteristics	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.9.10 TDPM precedence	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.13.2 Helicopter centre line marking	C	The current provisions refer to ground taxiway. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.13.3 Location of helicopter taxiway markings	C	The current provisions refer to ground taxiway. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.13.4 Location of helicopter taxiway markers	C	The current provisions refer to ground taxiway	The specification will be considered in future rulemaking activities.
5.2.13.5 Spacing of helicopter taxiway markers	C	The current provisions refer to ground taxiway. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

5.2.13.6 Marking of centre line on paved helicopter taxiways	C	The current provisions refer to ground taxiway. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.13.7 Marking of centre line on unpaved helicopter taxiways	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.13.8 Helicopter taxiways edge markings characteristics	C	The current provisions refer to ground taxiway. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.13.9 Helicopter taxiways edge marker	C	The current provisions refer to ground taxiway. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.13.10 Height of helicopter taxiways edge marker	C	The current provisions refer to ground taxiway. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

5.2.13.11 Colour of helicopter taxiways edge marker	C	The current provisions refer to ground taxiway. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.13.12 Lighting of helicopter taxiways edge marker	C	The current provisions refer to ground taxiway. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.14.1 Helicopter air taxi-route markings and markers	C	The provision of relevant markings and markers is required only under certain conditions according to the current requirements. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.14.2 Helicopter air taxi-route markings and markers location	C	The current provisions refer to air taxiway. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.14.3 Helicopter air taxi-route centre line marking	C	The current provisions refer to air taxiway. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

5.2.14.4 Helicopter unpaved air taxi-route centre line marking	C	The current provisions refer to air taxiway. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.14.5 Helicopter air taxi-route markers	C	The current provisions refer to air taxiway. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.15.1 Provision of helicopter stand perimeter markings	C	The provision of stand perimeter markings is required only under certain conditions according to the current requirements. . In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.15.2 Provision of helicopter stand TDPM	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.15.4 Location of TDPM, alignment lines and lead-in/lead-out lines	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

5.2.15.6 Helicopter stand perimeter marking characteristics	C	The current provisions do not address the new characteristics of the marking. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.2.15.7 TDPM characteristics	C	The characteristics of the TDPM are defined differently in the current provisions. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.3.1 Lights general - Removal of HAPI illustration from Figure 5-11	C	The current provisions contain the HAPI illustration. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The current specifications are considered necessary and are planned to be maintained.
5.3.5 Visual alignment guidance system	C	The current provisions contain specification for location, signal format, light distribution, approach track and azimuth setting, and characteristics of the visual alignment guidance system. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The current specifications are considered necessary and are planned to be maintained.

5.3.6 Visual approach slope indicator	C	The current provisions contain specification for location, signal format, light distribution, approach slope and elevation setting, characteristics of the light unit, obstacle protection surfaces In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The current specifications are considered necessary and are planned to be maintained.
5.3.9.17 TLOF perimeter lights located in FATO at surface level of elevated heliport	C	The current specification allows TLOF perimeter lights to exceed higher than 5cm. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.3.10.1 Provision of stand floodlighting	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.3.10.2 Location of helicopter stand floodlights	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.

5.3.10.3 Spectral distribution of stand floodlights	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.3.10.4 Horizontal and vertical illuminance	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.3.13.1 Obstacles in areas outside and below the boundaries of the OLS	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
5.3.13.2 Overhead wires or cables crossing a river	C	The current provisions do not address this specification. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification will be considered in future rulemaking activities.
6.2.1.3 RFF equipment and services at surface level and elevated heliports located above unoccupied structures	C	The current provisions foresee the provision of RFFS without the need to conduct a risk assessment. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification for stand-alone heliports will be considered in future rulemaking activities.

6.2.2.2 Practical critical area calculation where primary media is applied as a solid stream	C	The level of protection is determined in accordance with the provisions applicable to aerodromes. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification for stand-alone heliports will be considered in future rulemaking activities.
6.2.2.3 Practical critical area calculation where primary media is applied in a dispersed pattern (except helidecks)	C	The aerodrome RFFS specifications apply. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification for stand-alone heliports will be considered in future rulemaking activities.
6.2.3.1 Amount of primary media and complementary agents	C	The amount of media and agents is determined in accordance with the provisions applicable to aerodromes. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification for stand-alone heliports will be considered in future rulemaking activities.
6.2.3.5 Complementary media	C	The aerodrome RFFS specifications apply. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification for stand-alone heliports will be considered in future rulemaking activities.
6.2.3.8 Complementary media	C	The aerodrome RFFS specifications apply. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification for stand-alone heliports will be considered in future rulemaking activities.

6.2.4.1 Response time at surface level heliports	C	The applicable rules do not contain a certain response time to be achieved. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification for stand-alone heliports will be considered in future rulemaking activities.
6.2.5.1 Rescue arrangements	C	The aerodrome RFFS specifications apply. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification for stand-alone heliports will be considered in future rulemaking activities.
6.2.6 Communication and alerting system	C	The aerodrome RFFS specifications apply. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification for stand-alone heliports will be considered in future rulemaking activities.
6.2.7.1 Number of RFF personnel	C	The aerodrome RFFS specifications apply and RFSS personnel are always provided. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification for stand-alone heliports will be considered in future rulemaking activities.
6.2.7.2 Training of RFF personnel	C	The aerodrome RFFS specifications apply and RFSS personnel are always provided and trained. In addition, the current provisions apply only for VFR heliports located at aerodromes falling in the scope of Regulation (EU) 139/2014	The specification for stand-alone heliports will be considered in future rulemaking activities.

1.7. Amendment 41 to Annex 15 on Aeronautical Information Services

1.7.1. Description

The Amendment proposed concerns contingency planning related to conflict zones.

1.7.2. Relevant Union law

Commission Implementing Regulation (EU) 2017/373[14]

1.7.3. Table of differences that shall be notified for Amendment 41 to Annex 15

Annex provision	Difference category	Details of difference	Remarks
6.3.2.3	C	Not implemented. The publication of information through NOTAM about hazardous activities to civil aviation and addressing the specific case of conflict zones is currently not required by EU regulations.	This amendment will be transposed when updating the requirements in Annex VI of Regulation (EU) 2017/373.

1.1.0.

1.8. Amendments 13, 10, and 1 to Annex 16 on Environment, Volumes I, II and III

1.8.1. Description

Volume I: the Amendment relates to aircraft noise certification requirements.

Volume II: the Amendment relates to aircraft engines emissions certification requirements

Volume III: the Amendment relates to the aeroplane CO2 emissions certification requirements

1.8.2. Relevant Union law

Regulation (EU) 2018/1139[15]

1.8.3. Table of differences that shall be notified for Amendment 13 to Annex 16 Volume I

Annex provision	Difference category	Details of difference	Remarks
Annex 16, Volume I Amendment 13	C	Regulation (EU) 2018/1139 refers to ICAO Annex 16, Volume I Amendment 12.	A difference will exist until 31 March 2022 between the national regulations and/or practices of [Member State] and the provisions of Annex 16, Volume I, including all amendments up to and including Amendment 13

1.1.4. Table of differences that shall be notified for Amendment 10 to Annex 16 Volume II

Annex provision	Difference category	Details of difference	Remarks

[14] OJ L62, 8.3.2017, pp-1.
[15] OJ L 212, 22.8.2018, pp-1

Annex 16, Volume II Amendment 10 for those standards with the applicability date of Jan 2021	C	Regulation (EU) 2018/1139 refers to ICAO Annex 16, Volume II Amendment 9.	A difference will exist until 31 March 2022 between the national regulations and/or practices of [Member State] and the provisions of Annex 16, Volume II, including all amendments up to and including Amendment 10

1.1.5. Table of differences that shall be notified for Amendment 1 to Annex 16 Volume III

Annex provision	**Difference category**	**Details of difference**	**Remarks**
Annex 16, Volume III Amendment 1	C	Regulation (EU) 2018/1139 refers to ICAO Annex 16, Volume III.	A difference will exist until 31 March 2022 between the national regulations and/or practices of [Member State] and the provisions of Annex 16, Volume III, including all amendments up to and including Amendment 1