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REGULATION 5/2012
on Rules for air traffic controllers’ licences and other certificates

REGULATION 6/2012
on Safety oversight in air traffic management and air navigation services

REGULATION 7/2012
on Conditions for provision of air navigation services

REGULATION 1/2013
on Implementation of Safety Management System (SMS)

REGULATION 2/2013
Amending and supplementing Regulation 2-2010 on Marking of the Obstacles

REGULATION 3/2013
Units Of Measurement To Be Used In Air And Ground Operations

REGULATION 4/2013
Implementation Of Annex 11 To The Convention On International Civil Aviation On Air Traffic Services

REGULATION 5/2013
Implementation Of Annex 15 To The Convention On International Civil Aviation On Aeronautical Information Services

REGULATION 6/2013
Rules Of The Air

REGULATION 1/2014
Professional Training Of Aerodrome Employees And Approval Of Professional Training Organizations

REGULATION 2/2014
Implementation Of Annex 3 To The Convention On International Civil Aviation On Meteorological Services

REGULATION 3/2014
Helicopter Take-Off And Landing Areas Outside An Aerodrome

REGULATION 4/2014
Implementation Of Annex 1 - Personnel Licensing

REGULATION 5/2014
Airworthiness Of Aircraft (ICAO Annex 8)

REGULATION 6/2014
RPAS Weighing Less Than 20 Kg

REGULATION 8/2014
Conditions And Methods Of Transporting Dangerous Goods By Air

REGULATION 9/2014
Aeronautical Charts

REGULATION 1/2015
Conditions And Methods Of Transporting Dangerous Goods By Air (Amending Regulation Nr. 08/2014)

REGULATION 2/2015
Fees Levied By CAAK

REGULATION 3/2015
Airport Charges

REGULATION 4/2015
Air Operations

REGULATION 5/2015
Laying Down Technical Requirements And Administrative Procedures Related To Civil Aviation Aircrew

REGULATION 6/2015
Laying Down Implementing Rules For The Airworthiness And Environmental Certification Of Aircraft And Related Products

REGULATION 7/2015
Continuing Airworthiness Of Aircraft And Aeronautical Products, Parts And Appliances, And On The Approval Of Organisations And Personnel Involved In These Tasks

REGULATION 8/2015
Laying Down Requirements On The Quality Of Aeronautical Data And Information For The Single European Sky

REGULATION 9/2015
Registered Aerodromes

REGULATION 10/2015
Establishment Of A Community List Of Air Carriers Subject To An Operating Ban Within The Community And On Informing Air Transport Passengers Of The Identity Of The Operating Air Carrier

REGULATION 11/2015
Implementing Rules For The Community List Of Air Carriers Which Are Subject To An Operating Ban Within The Community
REGULATION 12/2015 Establishing The Community List Of Air Carriers Which Are Subject To An Operating Ban Within The Community

REGULATION 13/2015 Collection And Exchange Of Information On The Safety Of Aircraft Using Community Airports And The Management Of The Information System

REGULATION 14/2015 Prioritisation Of Ramp Inspections On Aircraft Using Community Airports


REGULATION 02/2016 Implementation Of Annex 10 To The Convention On International Civil Aviation On Aeronautical Telecommunications

REGULATION 03/2016 Laying Down A Common Charging Scheme For Air Navigation Services

REGULATION 04/2016 Amending And Supplementing Regulation 05-2010 On Airport Protective Zones

The above Regulations are available at http://www.caa-ks.org

GEN 1.6.3 AGREEMENT ON THE COMMON EUROPEAN AVIATION AREA (“ECAA AGREEMENT”)

UNMIK has signed on behalf of Kosovo the Agreement on the Common European Aviation Area (“ECAA Agreement”) on June 2006.
ECAA Agreement has entered into force in Kosovo on 10 October 2006
GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1.7.1 ANNEX 1 PERSONNEL LICENSING:
11th edition, July 2011

Applicable differences from SARP of the Annex 1 to the Convention on International Civil Aviation are enlisted in the following order:

a) Chapter 1 Definitions and General Rules Concerning Licences, Section 1.2 General rules concerning licences, Recommendation 1.2.9.3 shall be applicable as a Standard without changes to the text.

b) Section 1.2 General rules concerning licences, Recommendation 1.2.9.7 shall be applicable as a Standard without changes to the text.

c) Chapter 2 Licences and Ratings for Pilots, Section 2.1 General rules concerning pilot licences and ratings, Recommendation 2.1.3.1.1 shall be applicable as a Standard without changes to the text.

d) Section 2.1 General rules concerning pilot licences and ratings, Recommendation 2.1.10.2 shall be applicable as a Standard without changes to the text.

e) Section 2.3.5 Specific requirements for the issue of the powered-lift category rating, Recommendation 2.3.5.1.1, 2.3.5.1.3, and 2.3.5.2 shall be applicable as a Standard without changes to the text.

f) Section 2.4.5 Specific requirements for the issue of the powered-lift category rating, Recommendation 2.4.5.1.1, 2.4.5.2, and 2.4.5.1.2 shall be applicable as a Standard without changes to the text.

g) Section 2.6 Airline transport pilot licence, Recommendation 2.6.5.1.1, 2.6.5.1.2, and 2.6.5.2 shall be applicable as a Standard without changes to the text.

h) Section 2.7 Instrument rating, Recommendation 2.7.1.3.2 shall be applicable as a Standard without changes to the text.

i) Section 2.9 Glider pilot licence, Recommendation 2.9.1.2.2 and 2.9.2.2 shall be applicable as a Standard without changes to the text.

j) Section 2.10 Free balloon pilot licence, Recommendation 2.10.1.2.2 and 2.10.1.3.4 shall be applicable as a Standard without changes to the text.

k) Chapter 3 Licences for Flight Crew Members other than Licences for Pilots, Section 3.3 Flight engineer licence, Recommendation 3.3.1.2.2 shall be applicable as a Standard without changes to the text.

l) Chapter 6 Medical Provisions for Licensing, Section 6.2 Requirements for Medical Assessments, Recommendation 6.2.3.2, 6.2.4.1, and 6.2.5.5 shall be applicable as a Standard without changes to the text.

m) Section 6.3 Class 1 Medical Assessment, Recommendation 6.3.1.2.1, 6.3.2.2.1, 6.3.2.6.2, and 6.3.2.9.1 shall be applicable as a Standard without changes to the text.

n) Section 6.4 Class 2 Medical Assessment, Recommendation 6.4.2.2.1 and 6.4.2.9.1 shall be applicable as a Standard without changes to the text.

o) Section 6.5 Class 3 Medical Assessment, Recommendation 6.5.2.2.1 shall be applicable as a Standard without changes to the text.
Applicable differences from SARP of the Annex 3 to the Convention on International Civil Aviation are enlisted in the following order:

1. Chapter 2 General Provisions, Section 2.2 Supply, use and quality management of meteorological information, Recommendation 2.2.2, Recommendation 2.2.3, Recommendation 2.2.4, Recommendation 2.2.5, Recommendation 2.2.6, Recommendation 2.2.7 shall be applicable as a Standard, respectively, without changes to the text.
2. Section 2.3 - Notifications required from operators, Recommendation 2.3.4, shall be applicable as Standard, without changes to the text.
3. Chapter 4, Meteorological Observations and Reports, Section 4.1 Aeronautical meteorological stations and observations, Recommendation 4.1.6 and Recommendation 4.1.7 shall be applicable as a Standard, respectively, without changes to the text.
4. Section 4.6 Observing and reporting meteorological elements, Subsection 4.6.1 Surface wind, Recommendation 4.6.1.2 and Recommendation 4.6.1.3, shall be applicable as a Standard, respectively, without changes to the text.
5. Section 4.6 Observing and reporting meteorological elements, Subsection 4.6.2 Visibility, Recommendation 4.6.2.2 and Recommendation 4.6.2.3, shall be applicable as a Standard, respectively, without changes to the text.
6. Section 4.6 Observing and reporting meteorological elements, Subsection 4.6.3 Runway Visual Range, Recommendation 4.6.3.2, shall be applicable as a Standard, without changes to the text.
7. Section 4.6 Observing and reporting meteorological elements, Subsection 4.6.4 Present weather, Recommendation 4.6.4.2 and Recommendation 4.6.4.3, shall be applicable as a Standard, respectively, without changes to the text.
8. Section 4.6 Observing and reporting meteorological elements, Subsection 4.6.5 Clouds, Recommendation 4.6.5.2 and Recommendation 4.6.5.3 shall be applicable as a Standard, respectively, without changes to the text.
9. Section 4.6 Observing and reporting meteorological elements, Subsection 4.6.6 Air temperature and dew-point temperature, Recommendation 4.6.6.2, shall be applicable as a Standard, without changes to the text.
10. Section 4.6 Observing and reporting meteorological elements, Subsection 4.6.8 Supplementary information, respective Recommendation shall be applicable as a Standard, without changes to the text.
11. Section 4.7 Reporting meteorological information from automatic observing systems, Recommendation 4.7.2 shall be applicable as a Standard, without changes to the text.
12. Chapter 5, Aircraft Observations and Reports, Section 5.3 Routine aircraft observations-designation, Recommendation 5.3.1 shall be applicable as a Standard, without changes to the text.
13. Chapter 6, Forecasts, Section 6.2 Aerodrome forecasts, Recommendation 6.2.6, shall be applicable as a Standard, without changes to the text.
14. Section 6.4 Forecasts for take-off, Recommendation 6.4.2, Recommendation 6.4.3 and Recommendation 6.4.4, shall be applicable as a Standard, respectively, without changes to the text.

15. Chapter 7, SIGMET and AIRMET, Aerodrome Warnings and Wind Shear Warnings and Alerts, Section 7.3, Aerodrome warnings, Recommendation 7.3.2 shall be applicable as a Standard, without changes to the text.

16. Chapter 8 Aeronautical Climatological Information, Section 8.1 General Provisions, Recommendation 8.1.3, shall be applicable as a Standard, without changes to the text.

17. Section 8.3 Aerodrome climatological summaries, respective Recommendation shall be applicable as a Standard, without changes to the text.

18. Chapter 9, Service for Operators and Flight Crew Members, Section 9.2 Briefing, consultation and display, Recommendation 9.2.5, shall be applicable as a Standard, without changes to the text.

19. Section 9.3 Flight Documentation, Recommendation 9.3.3 shall be applicable as a Standard, without changes to the text.

20. Chapter 10, Information for Air Traffic Services, Search and Rescue Services and Aeronautical Information Services, Section 10.1 Information for Air Traffic Services Units, Recommendation 10.1.2 shall be applicable as a Standard, without changes to the text.

21. Appendix 2, Technical Specifications Related to World Area Forecast System and Meteorological Offices, Section 4, State Volcano Observatories, Subsection 4.1 Information from State Volcano Observatories, respective Recommendation, shall be applicable as a Standard, without changes to the text.

22. Appendix 3, Technical Specification Related to Meteorological Observations and Reports, Section 1, General Provisions Related to Meteorological Observations, Recommendation 1.1, Recommendation 1.2, Recommendation 1.3 and Recommendation 1.4, shall be applicable as a Standard, respectively, without changes to the text.

23. Section 2, General Criteria Related to Meteorological Reports, Subsection 2.1 Format of Meteorological Reports, Recommendation 2.1.3, shall be applicable as a Standard, without changes to the text.

24. Section 2, General Criteria Related to Meteorological Reports, Subsection 2.3, Criteria for Issuance of local special reports and SPECI, Recommendation 2.3.3, shall be applicable as a Standard, without changes to the text.

25. Section 3, Dissemination of Meteorological Reports, Subsection 3.1 METAR and SPECI, Recommendation 3.1.4, shall be applicable as a Standard, without changes to the text.

26. Section 4, Observing and Reporting of Meteorological Elements, Subsection 4.1 Surface Wind, Recommendation 4.1.1 and Recommendation 4.1.2, shall be applicable as a Standard, respectively, without changes to the text.

27. Section 4, Observing and Reporting of Meteorological Elements, Subsection 4.1.2 Displays, Recommendation 4.1.2.2, shall be applicable as a Standard, without changes to the text.

28. Section 4, Observing and Reporting of Meteorological Elements, Subsection 4.1.3 Averaging, Recommendation 4.1.3.2, shall be applicable as a Standard, without changes to the text.

29. Section 4, Observing and Reporting of Meteorological Elements, Subsection 4.1.4 Accuracy of Measurement, respective Recommendation, shall be applicable as a Standard, without changes to the text.

30. Section 4, Observing and Reporting of Meteorological Elements, Subsection 4.2 Visibility, Recommendation 4.2.1.1 and Recommendation 4.2.1.2, shall be applicable as a Standard, respectively, without changes to the text.
62. Section 4, Detailed Criteria Related to SIGMET and AIRMET messages and Special Air-Reports (Uplink), Subsection 4.2 Criteria related to phenomena included in SIGMET and AIRMET messages and Special Air-Reports (Uplink), Recommendation 4.2.1, Recommendation 4.2.2, Recommendation 4.2.3, Recommendation 4.2.4, Recommendation 4.2.5, Recommendation 4.2.7, Recommendation 4.2.8 and Recommendation 4.2.9, shall be applicable as a Standard, respectively, without changes to the text.

63. Section 5, Specifications Related to Aerodrome Warnings, Subsection 5.1, Format and dissemination of aerodrome warnings, Recommendation 5.1.3 and Recommendation 5.1.4, shall be applicable as a Standard, respectively, without changes to the text.

64. Section 5, Specifications Related to Aerodrome Warnings, Subsection 5.2 Quantitative criteria for aerodrome warnings, respective Recommendation, shall be applicable as a Standard, without changes to the text.

65. Appendix 7, Technical Specification Related to Aeronautical Climatological Information, Section 1, Procession of Aeronautical Climatological Information, respective Recommendation, shall be applicable as a Standard, without changes to the text.

66. Section 2, Exchange of Aeronautical Climatological Information, respective Recommendation, shall be applicable as a Standard, without changes to the text.

67. Section 3, Content of Aeronautical Climatological Information, Subsection 3.1 Aerodrome climatological tables, Recommendation 3.1.1, Recommendation 3.1.2, shall be applicable as a Standard, respectively, without changes to the text.

68. Section 3, Content of Aeronautical Climatological Information, Subsection 3.2 Aerodrome Climatological Summaries, respective Recommendation, shall be applicable as a Standard, without changes to the text.

69. Appendix 8, Technical Specification Related to Service for Operators and Flight Crew Members, Section 1, Means of Supply and Format of Meteorological Information, Recommendation 1.3, shall be applicable as a Standard, without changes to the text.

70. Section 2, Specification Related to Information for pre-flight planning and in-flight re-planning, Subsection 2.3 Specific needs of helicopter operations, respective Recommendation, shall be applicable as a Standard, without changes to the text.

71. Section 3, Specifications Related to Briefing and Consultation, Subsection 3.1 Information required to be displayed, respective Recommendation, shall be applicable as a Standard, without changes to the text.

72. Section 4, Specifications Related to Flight Documentation, Subsection 4.1 Presentation of Information, Recommendation 4.1.2, Recommendation 4.1.4 and Recommendation 4.1.5, shall be applicable as a Standard, respectively, without changes to the text.

73. Section 4, Specifications Related to Flight Documentation, Subsection 4.2 Charts in flight documentation, Recommendation 4.2.1.1, Recommendation 4.2.1.3, shall be applicable as a Standard, respectively, without changes to the text.

74. Section 4, Specifications Related to Flight Documentation, Subsection 4.3 Specifications Related to low-level flights, Subsection 4.3.1, and Subsection 4.3.2, respective Recommendations, shall be applicable as a Standard, respectively, without changes to the text.

75. Section 5, Specifications Related to Automated Pre-flight Information Systems for Briefing, Consultation, Flight Planning and Flight Documentation, Subsection 5.2 Detailed specifications of the systems, respective Recommendation, shall be applicable as a Standard, without changes to the text.
76. Section 6, Specifications Related to Information for Aircraft in-flight, Subsection 6.1, Supply of information requested by an aircraft in-flight, respective Recommendation, shall be applicable as a Standard, without changes to the text.
77. Section 6, Specifications Related to Information for Aircraft in-flight, Subsection 6.2, Information for in-flight planning by the operator, respective Recommendation, shall be applicable as a Standard, without changes to the text.
78. Appendix 9, Technical Specifications Related to Information for Air Traffic Services, Search and Rescue Services and Aeronautical Information Services, Section 1, Information to be provided to Air Traffic Services Units, Subsection 1.5 Format of Information, Recommendation 1.5.1 and Recommendation 1.5.2, shall be applicable as a Standard, respectively, without changes to the text.
79. Section 2, Information to be provided for search and rescue services units, subsection 2.2 Information to be provided on request, Recommendation 2.2.1, Recommendation 2.2.2 and Recommendation 2.2.3, shall be applicable as a Standard, respectively, without changes to the text.
80. Appendix 10, Technical Specifications Related to Requirements for and use of Communications, Section 1, Specific Requirements for Communications, Subsection 1.1, Required transit times for meteorological information, respective Recommendation, shall be applicable as a Standard, without changes to the text.
81. Section 1, Specific Requirements for Communications, Subsection 1.2 Grid point data for ATS and operators, Recommendation 1.2.1 and Recommendation 1.2.2, shall be applicable as a Standard, respectively, without changes to the text.
82. Section 2, Use of Aeronautical Fixed Service Communications and the Public Internet, Subsection 2.1.1 Composition of bulletins, Subsection 2.1.2 Filing times of bulletins, respective Recommendation, shall be applicable as a Standard, without changes to the text.
83. Section 2, Use of Aeronautical Fixed Service Communications and the Public Internet, Subsection 2.2 World area forecast system products, Subsection 2.2.1, Subsection 2.2.2 and Subsection 2.2.3, respective Recommendations, shall be applicable as a Standard, respectively, without changes to the text.

1.7.4 ANNEX 4 AERONAUTICAL CHARTS
Applicable differences from SARP’s of the Annex 4 to the Convention on International Civil Aviation are enlisted in the following order:
1. Chapter 2, General Specifications, Section 2.1 Operational Requirements for Charts, Recommendations 2.1.7 and 2.1.8 shall be applicable as a Standard without changes to the text;
2. Section 2.4 Symbols, Recommendation 2.4.5 shall be applicable as a Standard without changes to the text;
3. Section 2.11 Colours, Recommendation shall be applicable as a Standard without changes to the text;
4. Section 2.12 Relief, Recommendation 2.12.2 shall be applicable as a Standard without changes to the text;
5. Section 2.14 Air Traffic Services Airspaces, Recommendation 2.14.2 shall be applicable as a Standard without changes to the text;
6. Section 2.15 Magnetic variation, Recommendation 2.15.2 and 2.15.3 shall be applicable as a Standard without changes to the text;
7. Chapter 3, Aerodrome Obstacle Chart — ICAO Type A (Operating Limitations), Section 3.5 Format, Recommendation 3.5.3.1, shall be applicable as a Standard without changes to the text;
8. Section 3.8 Aeronautical Data, Recommendation 3.8.3.2, 3.8.4.1.1, shall be applicable as a Standard without changes to the text;
9. Section 3.9 Accuracy, Recommendation 3.9.2 shall be applicable as a Standard without changes to the text;
10. Chapter 4, Aerodrome Obstacle Chart — ICAO Type B, Section 4.2 Availability, Recommendation 4.2.1 shall be applicable as a Standard without changes to the text;
11. Section 4.9 Aeronautical Data, Recommendations 4.9.1.1, 4.9.1.2 and 4.9.1.3 shall be applicable as a Standard without changes to the text;
12. Section 4.10 Accuracy, Recommendation 4.10.2 shall be applicable as a Standard without changes to the text;
13. Chapter 6, Precision Approach Terrain Chart — ICAO, Section 6.3 Scale, Recommendation 6.3.1 shall be applicable as a Standard without changes to the text;
14. Section 6.5 Plan and Profile Information, Recommendation 6.5.2 and 6.5.3 shall be applicable as a Standard without changes to the text;
15. Chapter 9, Standard Departure Chart — Instrument (SID) — ICAO, Section 9.4 Projection, Recommendation 9.4.2 shall be applicable as a Standard without changes to the text;
16. Section 9.6 Culture and Typography, Recommendation 9.6.2 shall be applicable as a Standard without changes to the text;
17. Chapter 10, Standard Arrival Chart—Instrument (STAR) — ICAO, Section 10.4 Projection, Recommendation 10.4.2 shall be applicable as a Standard without changes to the text;
18. Section 10.6 Culture and Typography, Recommendation 10.6.2 shall be applicable as a Standard without changes to the text;
19. Chapter 11, Instrument Approach Chart — ICAO, Section 11.3, Recommendation 11.3.3.2 shall be applicable as a Standard without changes to the text;
20. Section 11.4 Format, Recommendation shall be applicable as a Standard without changes to the text;
21. Section 11.7, Culture and Typography, Recommendation 11.7.3 shall be applicable as a Standard without changes to the text;
22. Section 11.8 Magnetic Variation, Recommendation 11.8.1 shall be applicable as a Standard without changes to the text;
23. Section 11.10 Aeronautical Data, Recommendations 11.10.2.2, 11.10.2.4, 11.10.6.5, 11.10.8.3, 11.10.8.4 shall be applicable as a Standard without changes to the text;
24. Chapter 13, Aerodrome/Heliport Chart — ICAO, Section 13.2 Availability, Recommendation 13.2.2 shall be applicable as a Standard without changes to the text;
25. Chapter 15, Aircraft Parking/Docking Chart — ICAO Section 15.2 Availability Recommendation 15.2 shall be applicable as a Standard without changes to the text;
26. Section 15.3 Coverage and Scale Recommendation 15.3.2 shall be applicable as a Standard without changes to the text;
27. Chapter 16, World Aeronautical Chart — ICAO 1:1 000 000, Section 16.4 Format, Recommendation 16.4.1 shall be applicable as a Standard without changes to the text;
28. Section 16, Culture and Typography, Recommendation 16.7.9.3 shall be applicable as a Standard without changes to the text;

29. Chapter 17, Aeronautical Chart—ICAO 1: 1 500 000, Section 17.2 Availability, Recommendation shall be applicable as a Standard without changes to the text;

30. Section 17.7, Culture and Typography, Recommendations 17.7.4, 17.7.9.3 shall be applicable as a Standard without changes to the text;

31. Chapter 20, Electronic Aeronautical Chart Display — ICAO, Section 20.2 Information available for display, Recommendation 20.2.2 shall be applicable as a Standard without changes to the text;

1.7.5 ANNEX 5 UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS:
5th edition, July 2010
NIL

1.7.6 ANNEX 6 OPERATION OF AIRCRAFT, PART I, Internatinal Commercial Air Transport - Aeroplanes
9th edition, July 2010

Applicable differences from SARP's of the Annex 6 to the Convention on International Civil Aviation are enlisted in the following order:

a) Chapter 4, Flight Operations, Section 4.2.4 Operating instructions — general, Recommendation 4.2.4.3 shall be applicable as a Standard without changes to the text;

b) Chapter 4, Flight Operations, Section 4.2.7 Minimum flight altitudes, Recommendation 4.2.7.3 shall be applicable as a Standard without changes to the text;

c) Chapter 4, Flight Operations, Section 4.2.7 Minimum flight altitudes, Recommendation 4.2.7.4 shall be applicable as a Standard without changes to the text;

d) Chapter 4, Flight Operations, Section 4.4.9 Aeroplane operating procedures for noise abatement, Recommendation 4.4.9.1 shall be applicable as a Standard without changes to the text;

e) Chapter 4, Flight Operations, Section 4.4.9 Aeroplane operating procedures for noise abatement, Recommendation 4.4.9.2 shall be applicable as a Standard without changes to the text;

f) Chapter 4, Flight Operations, Section 4.10 Fatigue management, Recommendation 4.10.7 shall be applicable as a Standard without changes to the text;

g) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.2 All aeroplanes on all flights, Recommendation — "Medical supplies should comprise:" under 6.2.2 a) 1 and 3 shall be applicable as a Standard without changes to the text;

h) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.2 All aeroplanes on all flights, Recommendation — "The safety harness for each pilot seat:" under 6.2.2 c) 3) the Note, shall be applicable as a Standard without changes to the text;

i) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.3.1 Flight data recorders and aircraft data recording systems, Recommendation 6.3.1.2.5 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012 - CAT.IDE.A.190 (a)(3)): “multi-engined turbine-powered aeroplanes with an MCTOM of 5 700 kg or less, with an MOPSC of more than nine and first issued with an individual CofA on or after 1 April 1998”;

j) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.3.1 Flight data recorders and aircraft data recording systems, Recommendation 6.3.1.2.7 shall be applicable as a Standard without changes to the text;
k) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.3.1 Flight data recorders and aircraft data recording systems, Recommendation 6.3.1.2.10 shall be applicable as a Standard without changes to the text;

l) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.3.2 Cockpit voice recorders and cockpit audio recording systems, Recommendation 6.3.2.1.2 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012): “multi-engined turbine-powered aeroplanes with an MCTOM of 5 700 kg or less, with an MOPSC of more than nine and first issued with an individual CofA on or after 1 January 1990”;

m) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.3.2 Cockpit voice recorders and cockpit audio recording systems, Recommendation 6.3.2.1.6 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012): “aeroplanes with an MCTOM of more than 5 700 kg”;  
n) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.3.2 Cockpit voice recorders and cockpit audio recording systems, Recommendation 6.3.2.3.3 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012): “The CVR shall be capable of retaining the data recorded during at least the preceding 2 hours in the case of aeroplanes with an MCTOM of more than 5 700 kg when the individual CofA has been issued on or after 1 April 1998”;  
o) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.3.4 Flight recorders — general, Recommendation 6.3.4.5.1 shall be applicable as a Standard without changes to the text;
P) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.3.4 Flight recorders — general, Recommendation 6.3.4.5.3 shall be applicable as a Standard without changes to the text;
q) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.3.4 Flight recorders — general, Recommendation 6.3.4.5.4 shall be applicable as a Standard without changes to the text;
r) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.7 All aeroplanes on high altitude flights, Recommendation 6.7.4 shall be applicable as a Standard without changes to the text;
s) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.7 All aeroplanes on high altitude flights, Recommendation 6.7.6 shall be applicable as a Standard without changes to the text;
t) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.11 Pressurized aeroplanes when carrying passengers — weather radar, Recommendation shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012): “The following shall be equipped with airborne weather detecting equipment when operated at night or in IMC in areas where thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather detecting equipment, may be expected to exist along the route: (a) pressurised aeroplanes; (b) non-pressurised aeroplanes with an MCTOM of more than 5 700 kg; and (c) non-pressurised aeroplanes with an MOPSC of more than nine”;
u) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.16 Aeroplanes carrying passengers — cabin crew seats, Recommendation 6.16.2 shall be applicable as a Standard without changes to the text;
v) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.17 Emergency locator transmitter (ELT), Recommendation 6.17.1 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012): “Aeroplanes with an MOPSC of 19 or less shall be equipped with at least: (1) one automatic ELT, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or (2) one ELT of any type, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008”;
w) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.18 Aeroplanes required to be equipped with an airborne collision avoidance system (ACAS II), Recommendation 6.18.3 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- CAT.IDE.A.155): “Unless otherwise provided for by Regulation (EU) No […]2011, turbine-powered aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than 19 shall be equipped with ACAS II”;
x) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.19 Requirements for pressure-altitude reporting transponders, Recommendation 6.19.4 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- CAT.IDE.A.350): “Aeroplanes shall be equipped with a pressure altitude reporting secondary surveillance radar (SSR) transponder and any other SSR transponder capability required for the route being flown”;
y) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.21 Turbo-jet aeroplanes — forward-looking wind shear warning system, Recommendation 6.21.1 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- CAT.IDE.A.150): “Turbine-powered aeroplanes having an MCTOM of more than 5 700 kg or an MOPSC of more than nine shall be equipped with a TAWS that meets the requirements for Class A equipment as specified in an acceptable standard”;

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z) Chapter 6, Aeroplane Instruments, Equipment and Flight Documents, Section 6.21 Turbo-jet aeroplanes — forward-looking wind shear warning system, Recommendation 6.21.2 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- CAT.IDE.A.150): “Turbine-powered aeroplanes having an MCTOM of more than 5 700 kg or an MOPSC of more than nine shall be equipped with a TAWS that meets the requirements for Class A equipment as specified in an acceptable standard”;

aa) Chapter 9, Aeroplane Flight Crew, Section 9.4.5 Single pilot operations under the instrument flight rules (IFR) or at night, Recommendation 9.4.5.2 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- ORO.FC.202):

a. “For aeroplane operations under IFR the pilot shall have: (1) a minimum of 50 hours flight time under IFR on the relevant type or class of aeroplane, of which 10 hours are as commander; and (2) completed during the preceding 90 days on the relevant type or class of aeroplane: (i) five IFR flights, including three instrument approaches, in a single-pilot role; or (ii) an IFR instrument approach check”;

b. For aeroplane operations at night the pilot shall have: (1) a minimum of 15 hours flight time at night which may be included in the 50 hours flight time under IFR in (c)(1); and (2) completed during the preceding 90 days on the relevant type or class of aeroplane: (i) three take-offs and landings at night in the single pilot role; or (ii) a night take-off and landing check”;

bb) Chapter 10, Flight Operations Officer/Flight Dispatcher, Recommendation 10.4 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- AMC3 ORO.MLR.100 - D Training): “Training syllabi and checking programmes for all operations personnel assigned to operational duties in connection with the preparation and/or conduct of a flight. Training syllabi and checking programmes should include the following: 2.5 for operations personnel other than crew members (e.g. dispatcher, handling personnel etc.), all other relevant items prescribed in Annex IV (Part-CAT) and in this Annex pertaining to their duties”;

c) Chapter 11, Manuals, Logs and Records, Section 11.3 Maintenance programme, Recommendation 11.3.3 shall be applicable as a Standard without changes to the text;

d) Chapter 11, Manuals, Logs and Records, Section 11.4 Journey log book, Recommendation 11.4.1 shall be applicable as a Standard without changes to the text;

e) Chapter 11, Manuals, Logs and Records, Section 11.4 Journey log book, Recommendation 11.4.2 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- AMC1 ORO.MLR.110 (b)): “The information, or parts thereof, may be recorded in a form other than on printed paper. Accessibility, usability and reliability should be assured”;

f) Chapter 11, Manuals, Logs and Records, Section 11.4 Journey log book, Recommendation 11.4.3 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- ORO.MLR.115): “The following information used for the preparation and execution of a flight, and associated reports, shall be stored for 3 months: (5) the journey log, or equivalent;”

g) Chapter 13, Security, Section 13.1 Domestic commercial operations, Recommendation shall be applicable as a Standard without changes to the text;

hh) Chapter 13, Security, Section 13.2 Security of the flight crew compartment, Recommendation 13.2.4 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- ORO.SEC.100.A (b)): “All passenger-carrying aeroplanes of a maximum certificated take-off mass exceeding 45 500 kg, or with a MOPSC of more than 60 engaged in the commercial transportation of passengers, shall be equipped with an approved flight crew compartment door that is capable of being locked and unlocked from either pilot’s station and designed to meet the applicable airworthiness requirements;”

ii) Chapter 13, Security, Section 13.2 Security of the flight crew compartment, Recommendation 13.2.5 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- ORO.SEC.100.A (c)): “In all aeroplanes which are equipped with a flight crew compartment door in accordance with point (b) above: (1) this door shall be closed prior to engine start for take-off and will be locked when required by security procedures or by the pilot-in-command until engine shut down after landing, except when deemed necessary for authorised persons to access or egress in compliance with national civil aviation security programmes; and (2) means shall be provided for monitoring from either pilot’s station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat;”

jj) Appendix 2, Organization and Contents of an Operations Manual, Section 1. Organization, Recommendation 1.1 shall be applicable as a Standard without changes to the text;

kk) Appendix 5, Safety Oversight of Air Operators, 5. Qualified technical personnel, Recommendation 5.2 shall be applicable as a Standard without changes to the text;
Section II - General Aviation Operations

a) Chapter 2.1 General, Section 2.1.1 Compliance with laws, regulations and procedures, Recommendation 2.1.1.5 shall be applicable as a Standard without changes to the text;

b) Chapter 2.2 Flight Operations, Section 2.2.3 Flight preparation, Recommendation 2.2.3.2 shall be applicable as a Standard without changes to the text;

c) Chapter 2.2 Flight Operations, Section 2.2.3.7 Refuelling with passengers on board, Recommendation 2.2.3.7.1 shall be applicable as a Standard without changes to the text;

d) Chapter 2.2 Flight Operations, Section 2.2.4.2 Weather reporting by pilots, Recommendation shall be applicable as a Standard without changes to the text;

e) Chapter 2.2 Flight Operations, Section 2.2.4.3 Hazardous flight conditions, Recommendation shall be applicable as a Standard without changes to the text;

f) Chapter 2.2 Flight Operations, Section 2.2.4.3 Hazardous flight conditions, Recommendation shall be applicable as a Standard without changes to the text;

g) Chapter 2.4 Aeroplane Instruments, Equipment and Flight Documents, Section 2.4.2 Aeroplanes on all flights, Recommendation 2.4.2.4 shall be applicable as a Standard without changes to the text;

h) Chapter 2.4 Aeroplane Instruments, Equipment and Flight Documents, Section 2.4.2 Aeroplanes on all flights, Recommendation 2.4.2.5 shall be applicable as a Standard without changes to the text;

i) Chapter 2.4 Aeroplane Instruments, Equipment and Flight Documents, Section 2.4.3 Aeroplanes operated as VFR flights, Recommendation 2.4.3.2 shall be applicable as a Standard without changes to the text;

j) Chapter 2.4 Aeroplane Instruments, Equipment and Flight Documents, Section 2.4.4 Aeroplanes on flights over water, Recommendation 2.4.4.2 shall be applicable as a Standard without changes to the text;

k) Chapter 2.4 Aeroplane Instruments, Equipment and Flight Documents, Section 2.4.6 Aeroplanes on high altitude flights, Recommendation 2.4.6.3 shall be applicable as a Standard without changes to the text;

l) Chapter 2.4 Aeroplane Instruments, Equipment and Flight Documents, Section 2.4.11 Aeroplanes required to be equipped with ground proximity warning systems (GPWS), Recommendation 2.4.11.6 shall be applicable as a Standard without changes to the text;

m) Chapter 2.4 Aeroplane Instruments, Equipment and Flight Documents, Section 2.4.12 Emergency locator transmitter (ELT), Recommendation 2.4.12.1 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 800/ 2013: NCC.IDE.A.215; NCC.IDE.H.215; NCO.IDE.A.170 and NCO.IDE.H.170);

n) Chapter 2.4 Aeroplane Instruments, Equipment and Flight Documents, Section 2.4.14 Microphones, Recommendation shall be applicable as a Standard without changes to the text;

o) Chapter 2.4 Aeroplane Instruments, Equipment and Flight Documents, Section 2.4.16.2 Cockpit voice recorders and cockpit audio recording systems, Recommendation 2.4.16.2.1.1 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 800/2013: NCC.IDE.A.160);

p) Chapter 2.4 Aeroplane Instruments, Equipment and Flight Documents, Section 2.4.16.2 Cockpit voice recorders and cockpit audio recording systems, Recommendation 2.4.16.2.3.3 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 800/2013: NCC.IDE.A.160);
q) Chapter 2.8 Manuals, Logs and Records, Section 2.8.2 Journey log book, Recommendation 2.8.2.2 shall be applicable as a Standard without changes to the text;

Section III - Large and Turbojet Aeroplanes

a) Chapter 3.3 General, Section 3.3.2 Safety management system, Recommendation 3.3.2.2 shall be applicable as a Standard without changes to the text;

b) Chapter 3.4 Flight Operations, Section 3.4.2.3 Operating instructions — general, Recommendation 3.4.2.3.2 shall be applicable as a Standard without changes to the text;

c) Chapter 3.4 Flight Operations, Section 3.4.3 Flight preparation, Recommendation 3.4.3.2 shall be applicable as a Standard without changes to the text;

d) Chapter 3.4 Flight Operations, Section 3.4.4 In-flight procedures, Recommendation 3.4.4.1 shall be applicable as a Standard without changes to the text;

e) Chapter 3.4 Flight Operations, Section 3.4.4 In-flight procedures, Recommendation 3.4.4.3.1 shall be applicable as a Standard without changes to the text;

f) Chapter 3.4 Flight Operations, Section 3.4.4 In-flight procedures, Recommendation 3.4.4.3.2 shall be applicable as a Standard without changes to the text;

g) Chapter 3.6 Aeroplane Instruments, Equipment and Flight Documents, Section 3.6.1 General, Recommendation 3.6.1.2 shall be applicable as a Standard without changes to the text;

h) Chapter 3.6 Aeroplane Instruments, Equipment and Flight Documents, Section 3.6.2 Aeroplanes on all flights, Recommendation 3.6.2.1(b) shall be applicable as a Standard without changes to the text;

i) Chapter 3.6 Aeroplane Instruments, Equipment and Flight Documents, Section 3.6.9 Aeroplanes carrying passengers — cabin crew seats, Recommendation 3.6.9.2.1 shall be applicable as a Standard without changes to the text;

j) Chapter 3.6 Aeroplane Instruments, Equipment and Flight Documents, Section 3.6.10 Aeroplanes required to be equipped with an airborne collision avoidance system (ACAS), Recommendation 3.6.10.1 shall be applicable as a Standard without changes to the text;

k) Chapter 3.6 Aeroplane Instruments, Equipment and Flight Documents, Section 3.6.10 Aeroplanes required to be equipped with an airborne collision avoidance system (ACAS), Recommendation 3.6.10.3 shall be applicable as a Standard without changes to the text;

l) Chapter 3.8 Aeroplane Maintenance, Section 3.8.1 Operator’s maintenance responsibilities, Recommendation 3.8.1.2 shall be applicable as a Standard without changes to the text;

m) Chapter 3.8 Aeroplane Maintenance, Section 3.8.2 Operator’s maintenance control manual, Recommendation shall be applicable as a Standard without changes to the text;

n) Chapter 3.10 Flight Operations Officer/Flight Dispatcher, Recommendation shall be applicable as a Standard without changes to the text;

o) Chapter 3.11 Manuals, Logs and Records, Section 3.11.1 Operator’s maintenance control manual, Recommendation shall be applicable as a Standard without changes to the text;

p) Chapter 3.11 Manuals, Logs and Records, Section 3.11.2 Maintenance programme, Recommendation 3.11.2.3 shall be applicable as a Standard without changes to the text;

q) Chapter 3.12 Cabin Crew, Section 3.12.4 Training, Recommendation 3.12.4.2 shall be applicable as a Standard without changes to the text;

r) Chapter 3.12 Security, Section 3.13.1 Security programme, Recommendation shall be applicable as a Standard without changes to the text;
Section II - International Commercial Air Transport

a) Chapter 2 Flight Operations, Section 2.2.4 Operating instructions — general, Recommendation 2.2.4.3 shall be applicable as a Standard without changes to the text;

b) Chapter 2 Flight Operations, Section 2.2.7 Minimum flight altitudes (operations under IFR), Recommendation 2.2.7.3 shall be applicable as a Standard without changes to the text;

c) Chapter 2 Flight Operations, Section 2.2.7 Minimum flight altitudes (operations under IFR), Recommendation 2.2.7.4 shall be applicable as a Standard without changes to the text;

d) Chapter 2 Flight Operations, Section 2.3.4 Alternate heliports, Recommendation 2.3.4.4 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- GM1 CAT.OP.MPA.181):

“...any spare payload capacity should be used to carry additional fuel if it would facilitate the use of an onshore alternate aerodrome;”

e) Chapter 2 Flight Operations, Section 2.4.6 Safeguarding of cabin crew and passengers in pressurized aircraft in the event of loss of pressurization, Recommendation shall be applicable as a Standard without changes to the text;

f) Chapter 2 Flight Operations, Section 2.4.8 Helicopter operating procedures for noise abatement, Recommendation shall be applicable as a Standard without changes to the text;

g) Chapter 4 Helicopter Instruments, Equipment, and Flight Documents, Section 4.2 All helicopters on all flights, Recommendation — “Medical supplies should comprise:” under 4.2.2 a)(1) shall be applicable as a Standard without changes to the text;

h) Chapter 4 Helicopter Instruments, Equipment, and Flight Documents, Section 4.3.1 Flight data recorders and aircraft data recording systems, Recommendation 4.3.1.2.3 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- CAT.IDE.H.190(a)):

“The following helicopters shall be equipped with an FDR that uses a digital method of recording and storing data and for which a method of readily retrieving that data from the storage medium is available: (1) helicopters with an MCTOM of more than 3 175 kg and first issued with an individual CofA on or after 1 August 1999; (2) helicopters with an MCTOM of more than 7 000 kg, or an MOPSC of more than nine, and first issued with an individual CofA on or after 1 January 1989 but before 1 August 1999;”

i) Chapter 4 Helicopter Instruments, Equipment, and Flight Documents, Section 4.3.2 Cockpit voice recorders, Recommendation 4.3.2.1.2 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- CAT.IDE.H.185(a)):

“The following helicopter types shall be equipped with a cockpit voice recorder (CVR): (1) all helicopters with an MCTOM of more than 7 000 kg; and (2) helicopters with an MCTOM of more than 3 175 kg and first issued with an individual CofA on or after 1 January 1987;”

j) Chapter 4 Helicopter Instruments, Equipment, and Flight Documents, Section 4.3.2 Cockpit voice recorders, Recommendation 4.3.2.3.3 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- CAT.IDE.H.185(b)):

“(1) the preceding 2 hours for helicopters referred to in (a)(1) and (a)(2), when first issued with an individual CofA on or after 1 January 2016; (2) the preceding 1 hour for helicopters referred to in (a)(1), when first issued with an individual CofA on or after 1 August 1999 and before 1 January 2016; (3) the preceding 30 minutes for helicopters referred to in (a)(1), when first issued with an individual CofA before 1 August 1999 or (4) the preceding 30 minutes for helicopters referred to in (a)(2), when first issued with an individual CofA before 1 January 2016;”

k) Chapter 4 Helicopter Instruments, Equipment, and Flight Documents, Section 4.5.2 Emergency equipment, Recommendation 4.4.2.1 (b) shall be applicable as a Standard without changes to the text;

l) Chapter 4 Helicopter Instruments, Equipment, and Flight Documents, Section 4.5.2 Emergency equipment, Recommendation 4.5.2.1 (b) shall be applicable as a Standard without changes to the text;

m) Chapter 4 Helicopter Instruments, Equipment, and Flight Documents, Section 4.5.2 Emergency equipment, Recommendation 4.5.2.6 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- AMC1 CAT.IDE.H.300 (a)(3)):

“(3) when carrying more than one life-raft on board, at least 50 % should be able to be deployed by the crew while seated at their normal station, where necessary by remote control;”
n) Chapter 4 Helicopter Instruments, Equipment, and Flight Documents, Section 4.5.2 Emergency equipment, Recommendation 4.5.2.7 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- AMC1 CAT.IDE.H.300 (a)(4)): “(4) life-rafts that are not deployable by remote control or by the crew should be of such weight as to permit handling by one person. 40 kg should be considered a maximum weight;”

o) Chapter 4 Helicopter Instruments, Equipment, and Flight Documents, Section 4.5.2 Emergency equipment, Recommendation 4.5.2.8 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- AMC1 CAT.IDE.H.300(a)): “(a) Each required life-raft should conform to the following specifications: (1) be of an approved design and stowed so as to facilitate their ready use in an emergency; (2) be radar conspicuous to standard airborne radar equipment; (3) when carrying more than one life-raft on board, at least 50% should be able to be deployed by the crew while seated at their normal station, where necessary by remote control; and (4) life-rafts that are not deployable by remote control or by the crew should be of such weight as to permit handling by one person. 40 kg should be considered a maximum weight;”

p) Chapter 4 Helicopter Instruments, Equipment, and Flight Documents, Section 4.5.3 All helicopters on flights over designated sea areas, Recommendation 4.5.3.2 shall be applicable as a Standard without changes to the text;

q) Chapter 4 Helicopter Instruments, Equipment, and Flight Documents, Section 4.10 Helicopters when carrying passengers — significant-weather detection, Recommendation shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- CAT.IDE.H.160): Helicopters with an MOPSC of more than nine and operated under IFR or at night shall be equipped with airborne weather detecting equipment when current weather reports indicate that thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather detecting equipment, may be expected to exist along the route to be flown;”

r) Chapter 8 Flight Operations Officer/Flight Dispatcher, Recommendation 8.4 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- AMC3 ORO.MLR.100 - D Training): “Training syllabi and checking programmes for all operations personnel assigned to operational duties in connection with the preparation and/or conduct of a flight. Training syllabi and checking programmes should include the following: 2.5 for operations personnel other than crew members (e.g. dispatcher, handling personnel etc.), all other relevant items prescribed in Annex IV (Part-CAT) and in this Annex pertaining to their duties;”

s) Chapter 9 Manuals, Logs and Records, Section 9.3 Maintenance programme, Recommendation 9.3.3 shall be applicable as a Standard without changes to the text;

t) Chapter 9 Manuals, Logs and Records, Section 9.4 Journey log book, Recommendation 9.4.1 shall be applicable as a Standard without changes to the text;

u) Chapter 9 Manuals, Logs and Records, Section 9.4 Journey log book, Recommendation 9.4.2 shall be applicable as a Standard with changes to the text; as per Air Operations (EU Regulation 965/2012- AMC1 ORO.MLR.110 (b)): "The information, or parts thereof, may be recorded in a form other than on printed paper. Accessibility, usability and reliability should be assured;”

v) Chapter 9 Manuals, Logs and Records, Section 9.4 Journey log book, Recommendation 9.4.3 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- ORO.MLR.115): “The following information used for the preparation and execution of a flight, and associated reports, shall be stored for 3 months: (5) the journey log, or equivalent;”

Section III - International General Aviation
a) Chapter 1 Manuals, Logs and Records, Section 1.1 Compliance with laws, regulations and procedures, Recommendation 1.1.5 shall be applicable as a Standard without changes to the text;

b) Chapter 2 Flight Operations, Section 2.7 Alternate heliports, Recommendation 2.7.3 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- GM1 CAT.OP.MPA.181): “When operating off shore, any spare payload capacity should be used to carry additional fuel if it would facilitate the use of an onshore alternate aerodrome;”

c) Chapter 2 Flight Operations, Section 2.13 Hazardous flight conditions, Recommendation shall be applicable as a Standard without changes to the text;

d) Chapter 2 Flight Operations, Section 2.15.4 Safety harness, Recommendation shall be applicable as a Standard without changes to the text;

e) Chapter 2 Flight Operations, Section 2.18 Refuelling with passengers on board or rotors turning, Recommendation 2.18.1 shall be applicable as a Standard without changes to the text;
f) Chapter 4 Helicopter Instruments, Equipment and Flight Documents, Section 4.1.3 Equipment, Recommendation 4.1.3.3 shall be applicable as a Standard without changes to the text;

g) Chapter 4 Helicopter Instruments, Equipment and Flight Documents, Section 4.1.3 Equipment, Recommendation 4.1.3.4 shall be applicable as a Standard without changes to the text;

h) Chapter 4 Helicopter Instruments, Equipment, and Flight Documents, Section 4.3.2 Emergency equipment, Recommendation 4.3.2.4 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- AMC1 NCC.IDE.H.227 (a)(3)): "(3) when carrying more than one life-raft on board, at least 50 % should be able to be deployed by the crew while seated at their normal station, where necessary by remote control;"

i) Chapter 4 Helicopter Instruments, Equipment, and Flight Documents, Section 4.3.2 Emergency equipment, Recommendation 4.3.2.5 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- AMC1 NCC.IDE.H.227 (a)(4)): "(4) life-rafts that are not deployable by remote control or by the crew should be of such weight as to permit handling by one person. 40 kg should be considered a maximum weight."

j) Chapter 4 Helicopter Instruments, Equipment, and Flight Documents, Section 4.3.2 Emergency equipment, Recommendation 4.3.2.6 shall be applicable as a Standard with changes to the text as per Air Operations (EU Regulation 965/2012- AMC1 NCC.IDE.H.227 (a)): "(a) Each required life-raft should conform to the following specifications: (1) be of an approved design and stowed so as to facilitate their ready use in an emergency; (2) be radar conspicuous to standard airborne radar equipment; (3) when carrying more than one life-raft on board, at least 50 % should be able to be deployed by the crew while seated at their normal station, where necessary by remote control; and (4) life-rafts that are not deployable by remote control or by the crew should be of such weight as to permit handling by one person. 40 kg should be considered a maximum weight."

k) Chapter 4 Helicopter Instruments, Equipment and Flight Documents, Section 4.9 Helicopters required to be equipped with a pressure-altitude reporting transponder, Recommendation 4.9.2 shall be applicable as a Standard without changes to the text;

l) Chapter 4 Helicopter Instruments, Equipment and Flight Documents, Section 4.10 Microphones, Recommendation shall be applicable as a Standard without changes to the text;

m) Chapter 5 Helicopter Communication and Navigation Equipment, Section 5.1 Communication equipment, Recommendation 5.1.5 shall be applicable as a Standard without changes to the text;

n) Appendix 1 Safety Oversight of Air Operators, Section 5. Qualified technical personnel, Recommendation 5.2 shall be applicable as a Standard without changes to the text;

o) Appendix 1 Safety Oversight of Air Operators, Section 5. Qualified technical personnel, Recommendation 5.5 shall be applicable as a Standard without changes to the text;

1.7.7 ANNEX 7 AIRCRAFT NATIONALITY AND REGISTRATION MARKS
NIL

1.7.8 ANNEX 8 AIRWORTHINESS OF AIRCRAFT
11th Edition, July 2010

Applicable differences from SARP of the Annex 8 to the Convention on International Civil Aviation are enlisted in the following order:

a) Part IIIA. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 13 June 1960 but Before 2 March 2004, Chapter 4. Design and Construction, Section 4.1.6 Systems design features, b) System survivability. Recommendation 2) shall be applicable as a Standard without changes to the text.

b) Part IIIA. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 13 June 1960 but Before 2 March 2004, Chapter 4. Design and Construction, Section 4.1.6 Systems design features, h) Incapacitation of occupants. Recommendation 2) shall be applicable as a Standard without changes to the text.

c) Part IIIA. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 13 June 1960 but Before 2 March 2004, Chapter 4. Design and Construction, Section 4.1.6 Systems design features, i) Protection of the flight crew compartment from smoke and flames. Recommendation 2) shall be applicable as a Standard without changes to the text.

d) Part IIIA. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 13 June 1960 but Before 2 March 2004, Chapter 11. Security, Section 11.1 Aeroplanes used for domestic commercial operations, Recommendation shall be applicable as a Standard without changes to the text.

e) Part IIIA. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 13 June 1960 but Before 2 March 2004, Chapter 11. Security, Section 11.3 Protection of the flight crew compartment, Recommendation shall be applicable as a Standard without changes to the text.
f) Part IIIB. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 2 March 2004, Chapter 4. Design and Construction, Section 4.2 Systems design features, b) System survivability. Recommendation 2) shall be applicable as a Standard without changes to the text.

g) Part IIIB. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 2 March 2004, Chapter 4. Design and Construction, Section 4.2 Systems design features, h) Incapacitation of occupants. Recommendation 3) shall be applicable as a Standard without changes to the text.

h) Part IIIB. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 2 March 2004, Chapter 4. Design and Construction, Section 4.2 Systems design features, i) Protection of the flight crew compartment from smoke and fumes. Recommendation 2) shall be applicable as a Standard without changes to the text.

i) Part IIIB. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 2 March 2004, Chapter 10. Security, Section 10.1 Aeroplanes used for domestic commercial operations, Recommendation shall be applicable as a Standard without changes to the text.

j) Part IIIB. Aeroplanes Over 5 700 kg for which Application for Certification was Submitted on or After 2 March 2004, Chapter 10. Security, Section 10.3 Protection of the flight crew compartment, Recommendation 10.3.2 shall be applicable as a Standard without changes to the text.

1.7.9 ANNEX 9 FACILITATION
NIL

1.7.10 ANNEX 10 AERONAUTICAL TELECOMMUNICATIONS
VOLUME I, Radio Navigation Aids
NIL

VOLUME II, Communication Procedures including those with PANS status
NIL

NIL

VOLUME IV, Surveillance Radar and Collision Avoidance Systems
NIL

VOLUME V, Aeronautical Radio Frequency Spectrum Utilization
3rd Edition, July 2013
NIL

1.7.11 ANNEX 11 AIR TRAFFIC CONTROL SERVICE, FLIGHT INFORMATION SERVICE, ALERTING SERVICE

Applicable differences from SARPs of the Annex 11 to the Convention on International Civil Aviation are enlisted in the following order:

a) Chapter 2 General, Section 2.7 Required Navigation Performance (RNP) for en-route operations, Recommendation 2.7.2 shall be applicable as a Standard without changes to the text.
b) Section 2.10- Identification of air traffic services units and airspaces, Recommendation 2.10.1, 2.10.2 and 2.10.3 shall be applicable as Standard, respectively, without changes to the text.

c) Section 2.11- Establishment and Identification of ATS Routes- Recommendation 2.11.2 shall be applicable as a Standard without changes to the text.

d) Section 2.14- Establishment and Identification of standard routes for taxing aircraft, Recommendation 2.14.1 and Recommendation 2.14.2 shall be applicable as a Standard without changes to the text.

e) Section 2.17- Coordination of activities potentially hazardous to civil aircraft, Recommendation 2.17.1.1 and Recommendation 2.17.2.1, Recommendation 2.17.4, and Recommendation 2.17.6 shall be applicable as a Standard, respectively, without changes to the text.

f) Section 2.22- Service to aircraft in the event of an emergency, Recommendation 2.22.1.1 shall be applicable as a Standard, without changes to the text.

g) Section 2.26 ATS Safety Management, Recommendation 2.26.3 shall be applicable as a Standard, without changes to the text.

h) Chapter 3, Air Traffic Control Services, Section 3.7 Air Traffic Control Clearances, Recommendation 3.7.1.2 shall be applicable as a Standard, without changes to the text.

i) Section 3.7 Air Traffic Control Clearances, Sub-Section 3.7.5- Air Traffic Flow Management- Recommendation 3.7.5.2 shall be applicable as a Standard without changes to the text.

j) Section 3.9- Provision of Radar- Recommendation 3.9, shall be applicable as a Standard, without changes to the text.

k) Chapter 4, Flight Information Service, Section 4.2 Scope of Flight Information Service- Recommendation 4.2.3 shall be applicable as a Standard without changes to the text.

l) Section 4.3, Operational Flight Information Service Broadcasts, 4.3.1 Application, Recommendation 4.3.1.2 and Recommendation 4.3.1.3 shall be applicable as a Standard, respectively, without changes to the text.

m) Section 4.3, Operational Flight Information Service Broadcasts, Sub-Section 4.3.2, HF Operational Flight Information Service (OFIS) Broadcasts, Recommendation 4.3.2.1 Recommendation 4.3.2.2, Recommendation 4.3.2.3, Recommendation 4.3.2.4 and Recommendation 4.3.2.5 shall be applicable as a Standard, respectively, without changes to the text.

n) Section 4.3, Operational Flight Information Service Broadcasts, Sub-Section 4.3.3 VHF Operational Flight Information Service (OFIS) Broadcasts, Recommendation 4.3.3.1, Recommendation 4.3.3.2, Recommendation 4.3.3.3 Recommendation 4.3.3.4, Recommendation 4.3.3.4, Recommendation 4.3.4.6 Recommendation 4.3.4.8, shall be applicable as a Standard, respectively, without changes to the text.

o) Chapter 5, Alerting Service, Section 5.2 Notification of rescue coordination centres, Recommendation 5.2.2.1 shall be applicable as a Standard, without changes to the text.

p) Chapter 6, Air Traffic Services Requirements for Communications, Section 6.2 Aeronautical Fixed Service (ground-ground communications), Recommendation 6.2.2.3.2 shall be applicable as a Standard, without changes to the text.

q) Section 6.2 Communications between Flight Information Regions 6.2.3, Recommendation 6.2.3.3 shall be applicable as a Standard, without changes to the text.

r) Section 6.4, Aeronautical radio navigation service, Recommendation 6.4.1.1 and Recommendation 6.4.1.2 shall be applicable as a Standard, respectively, without changes to the text.

s) Chapter 7, Air Traffic Services Requirements for Information, Section 7.1 Meteorological Information, Recommendation 7.1.1.2, Recommendation 7.1.1.3, Recommendation 7.1.1.4 shall be applicable as a Standard, respectively, without changes to the text.

i) Section 7.1, Meteorological Information, Sub-Section 7.1.3, Recommendation 7.1.3.5 shall be applicable as a Standard, without changes to the text.

u) Section 7.1, Meteorological Information, Sub-Section 7.1.4, Recommendation 7.1.4.5 and Recommendation 7.1.4.6 shall be applicable as a Standard, respectively, without changes to the text.

v) Section 7.3, Information on operational status of navigation aids, Recommendation 7.3.2 shall be applicable as a Standard, without changes to the text.
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Applicable differences from SARPs of the Annex 15 to the Convention on International Civil Aviation are enlisted in the following order:

a) Chapter 3 General, Section 3.2 Quality Management System, Recommendation 3.2.2 and Recommendation 3.3.3 shall be applicable as a Standard without changes to the text.

b) Section 3.6- General Specifications, Recommendation 3.6.3 shall be applicable as a Standard with the following changes: “Units of measurement used in the distribution of aeronautical information/data should be consistent with ICAO Annex 5 — Units of Measurement to be Used in Air and Ground Operations and relevant laws and sublegal acts in the Republic of Kosovo”.

c) Chapter 4 Aeronautical Information Publications (AIP), Section 4.1- Contents, Recommendation 4.1.1.1 shall be applicable as a Standard without changes to the text.

d) Section 4.2- General Specifications, Recommendation 4.2.2 shall be applicable as a Standard without changes to the text.

e) Section 4.4- Specifications for AIP Supplements, Recommendation 4.4.6 and Recommendation 4.4.7 shall be applicable as a Standard, respectively, without changes to the text.

f) Section 4.6- Electronic AIP (eAIP), Recommendation 4.6.1 and Recommendation 4.6.3 shall be applicable as a Standard, respectively, without changes to the text.

g) Chapter 5 NOTAM, Section 5.1 Origination, Recommendation 5.1.1.4.1 shall be applicable as a Standard, without changes to the text.

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