

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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	CHAPTER 1. DEFINITIONS <i>Note 1.— Throughout the text of this document the term “service” is used as an abstract noun to designate functions, or service rendered; the term “unit” is used to designate a collective body performing a service.</i>	Nil							Not applicable
	<i>Note 2.— The designation (RR) in these definitions indicates a definition which has been extracted from the Radio Regulations of the International Telecommunication Union (ITU) (see Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies (Doc 9718)).</i>	Nil							Not applicable
1 11-0000001 000 Chapter 1 Std.	When the following terms are used in the Standards and Recommended Practices for Air Traffic Services, they have the following meanings: ----- Accepting unit. Air traffic control unit next to take control of an aircraft.	Part ATS							

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1 11-000001 200 Chapter 1 Std.	<p>Accident. An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:</p> <p>a) a person is fatally or seriously injured as a result of:</p> <ul style="list-style-type: none"> - being in the aircraft, or - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or - direct exposure to jet blast, <p>except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or</p> <p>b) the aircraft sustains damage or structural failure which:</p> <ul style="list-style-type: none"> - adversely affects the structural strength, performance or flight characteristics of the aircraft, and - would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories; or for damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft skin; or <p>c) the aircraft is missing or is completely inaccessible.</p>	Regulation 996/2010					Article 2			
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	<i>Note 1.— For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified as a fatal injury by ICAO. Note 2.— An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.</i>								
1 11-000001 400 Chapter 1 Std.	Accuracy. A degree of conformance between the estimated or measured value and the true value.	SERA	No				Article 2		
	<i>Note.— For measured positional data the accuracy is normally expressed in terms of a distance from a stated position within which there is a defined confidence of the true position falling.</i>								
1 11-000001 550 Chapter 1 Std.	ADS-C agreement. A reporting plan which establishes the conditions of ADS-C data reporting (ie data required by the air traffic services unit and frequency of ADS-C reports which have to be agreed to prior to using ADS-C in the provision of air traffic services).	SERA	No				Article 2		
	<i>Note.— The terms of the agreement will be exchanged between the ground system and the aircraft by means of a contract, or a series of contracts.</i>								

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1 11-000001600 Chapter 1 Std.	Advisory airspace. An airspace of defined dimensions, or designated route, within which air traffic advisory service is available.	SERA	No				Article 2			
1 11-000001800 Chapter 1 Std.	Advisory route. A designated route along which air traffic advisory service is available.	SERA	No				Article 2			
1 11-000002000 Chapter 1 Std.	Aerodrome. A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.	SERA (EASA BR)	No				Article 2			

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1 11-000002 200 Chapter 1 Std.	Aerodrome control service. Air traffic control service for aerodrome traffic.	SERA	No				Article 2			
1 11-000002 400 Chapter 1 Std.	Aerodrome control tower. A unit established to provide air traffic control service to aerodrome traffic.	SERA	No				Article 2			
1 11-000002 600 Chapter 1 Std.	Aerodrome traffic. All traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome. <i>Note.— An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit.</i>	SERA	No				Article 2			Including the note, slightly changed

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1 11-000002800 Chapter 1 Std.	Aeronautical fixed service (AFS). A telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services.	Part-ATS							
1 11-000003000 Chapter 1 Std.	Aeronautical Information Publication (AIP). A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.	SERA	No				Article 2		
1 11-000003200 Chapter 1 Std.	Aeronautical mobile service (RR S1.32). A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radio beacon stations may also participate in this service on designated distress and emergency frequencies.	SERA)	No				Article 2		Without acronyms

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1 11-000003 600 Chapter 1 Std.	Aeronautical telecommunication station. A station in the aeronautical telecommunication service.	Part-ATS							
1 11-000003 800 Chapter 1 Std.	Airborne collision avoidance system (ACAS). An aircraft system based on secondary surveillance radar (SSR) transponder signals which operates independently of ground-based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders.	SERA	No				Article 2		
1 11-000004 000 Chapter 1 Std.	Aircraft. Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.	SERA	No				Article 2		

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1 11-0000004 200 Chapter 1 Std.	Air-ground communication. Two-way communication between aircraft and stations or locations on the surface of the earth.	SERA	No				Article 2			
1 11-0000004 400 Chapter 1 Std.	AIRMET information. Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof.	SERA	No				Article 2			Part B
1 11-0000004 600 Chapter 1 Std.	Air-taxiing. Movement of a helicopter/VTOL above the surface of an aerodrome, normally in groundeffect and at a ground speed normally less than 37 km/h (20 kt).	SERA	No				Article 2			

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1 11-000004800 Chapter 1 Std.	Air traffic. All aircraft in flight or operating on the manoeuvring area of an aerodrome.	SERA	No				Article 2			
1 11-000005000 Chapter 1 Std.	Air traffic advisory service. A service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on IFR flight plans.	SERA	No				Article 2			
1 11-000005200 Chapter 1 Std.	Air traffic control clearance. Authorization for an aircraft to proceed under conditions specified by an air traffic control unit. <i>Note 1.— For convenience, the term “air traffic control clearance” is frequently abbreviated to “clearance” when used in appropriate contexts.</i> <i>Note 2.— The abbreviated term “clearance” may be prefixed by the words “taxi”, “take-off”, “departure”, “en route”, “approach” or “landing” to indicate the particular portion of flight to which the air traffic control clearance relates.</i>	SERA	No				Article 2			Notes not taken

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1 11-0000005 400 Chapter 1 Std.	Air Traffic control service. A service provided for the purpose of: a) preventing collisions: 1) between aircraft, and 2) on the manoeuvring area between aircraft and obstructions; and b) expediting and maintaining an orderly flow of air traffic.	SERA	No				Article 2			
1 11-0000005 600 Chapter 1 Std.	Air traffic control unit. A generic term meaning variously, area control centre, approach control unit or aerodrome control tower.	SERA	No				Article 2			
1 11-0000005 800 Chapter 1 Std.	Air traffic flow management (ATFM). A service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilized to the maximum extent possible and that the traffic volume is compatible with the capacities declared by the appropriate ATS authority.	Regulation 549/2004								'service' is replaced by 'function'

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1 11-000006000 Chapter 1 Std.	Air traffic service. A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).	SERA	No				Article 2			
1 11-000006200 Chapter 1 Std.	Air traffic services airspaces. Airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified.	SERA	No				Article 2			
1 11-000006400 Chapter 1 Std.	Air traffic services reporting office. A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure. <i>Note.— An air traffic services reporting office may be established as a separate unit or combined with an existing unit, such as another air traffic services unit, or a unit of the aeronautical information service.</i>	SERA	No				Article 2			

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1 11-000006600 Chapter 1 Std.	Air traffic services unit. A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.	SERA	No				Article 2			
1 11-000006800 Chapter 1 Std.	Airway. A control area or portion thereof established in the form of a corridor.	SERA	No				Article 2			
1 11-000007000 Chapter 1 Std.	ALERFA. The code word used to designate an alert phase.	Part-ATS								

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1 11-000007 200 Chapter 1 Std.	Alerting service. A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required.	SERA	No				Article 2			
1 11-000007 400 Chapter 1 Std.	Alert phase. A situation wherein apprehension exists as to the safety of an aircraft and its occupants.	Part-ATS								
1 11-000007 600 Chapter 1 Std.	Alternate aerodrome. An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing. Alternate aerodromes include the following:	SERA	No				Article 2			

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1 11-000007800 Chapter 1 Std.	Take-off alternate. An alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.	SERA	No				Article 2			
1 11-000008000 Chapter 1 Std.	En-route alternate. An aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en route.	SERA	No				Article 2			
1 11-000008200 Chapter 1 Std.	ETOPS en-route alternate. A suitable and appropriate alternate aerodrome at which an aeroplane would be able to land after experiencing an engine shut-down or other abnormal or emergency condition while en route in an ETOPS operation.	SERA	No				Article 2			

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1 11-000008 400 Chapter 1 Std.	Destination alternate. An alternate aerodrome to which an aircraft may proceed should it become either impossible or inadvisable to land at the aerodrome of intended landing.	SERA	No				Article 2			
	<i>Note.— The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.</i>									
1 11-000008 600 Chapter 1 Std.	Altitude. The vertical distance of a level, a point or an object considered as a point, measured from mean sea level.	SERA	No				Article 2			
1 11-000008 800 Chapter 1 Std.	Approach control service. Air traffic control service for arriving or departing controlled flights.	SERA		Yes			Article 2			<i>‘as well as other flights operating within an approach control unit’s area of responsibility.’ is added</i>

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1 11-0000009 000 Chapter 1 Std.	Approach control unit. A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.	SERA		Yes			Article 2			<i>'and other flights operating within its area of responsibility'</i> is added.
1 11-0000009 200 Chapter 1 Std.	Appropriate ATS authority. The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.	Nil								It is replaced by the proper EU legislation term (Member States, Competent Authority or ATS Unit)
1 11-0000009 400 Chapter 1 Std.	Apron. A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.	SERA		Yes			Article 2			<i>'on a land aerodrome'</i> is deleted.

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1 11-000009 600 Chapter 1 Std.	Apron management service. A service provided to regulate the activities and the movement of aircraft and vehicles on an apron.	Aerodrome operations								It is still under discussion.
1 11-000009 800 Chapter 1 Std.	Area control centre. A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.	SERA	No				Article 2			
1 11-000010 000 Chapter 1 Std.	Area control service. Air traffic control service for controlled flights in control areas.	SERA	No				Article 2			

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1 11-0000010 200 Chapter 1 Std.	Area navigation (RNAV). A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these. <i>Note.— Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.</i>	SERA	No				Article 2			
1 11-0000010 400 Chapter 1 Std.	Area navigation route. An ATS route established for the use of aircraft capable of employing area navigation.	Part-ATS								
1 11-0000010 600 Chapter 1 Std.	ATS route. A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services. <i>Note 1.— The term “ATS route” is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure route, etc.</i> <i>Note 2.— An ATS route is defined by route specifications which include an ATS route designator, the track to or from significant points (waypoints), distance between significant points, reporting requirements and, as determined by the appropriate ATS authority, the lowest safe altitude.</i>	SERA	No				Article 2			Notes not taken

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1 11-0000010 810 Chapter 1 Std.	Automatic dependant surveillance – broadcast (ADS-B). A means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.	Part-ATS or CNS							
1 11-0000010 820 Chapter 1 Std.	Automatic dependant surveillance – contract (ADS-C). A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports. <i>Note.— The abbreviated term “ADS contract” is commonly used to refer to ADS event contract, ADS demand contract, ADS periodic contract or an emergency mode.</i>	SERA	No				Article 2		Note not taken

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1 11-0000011000 Chapter 1 Std.	Automatic terminal information service (ATIS). The automatic provision of current, routine information to arriving and departing aircraft throughout 24 hours or a specified portion thereof: Data link-automatic terminal information service (D-ATIS). The provision of ATIS via data link. Voice-automatic terminal information service (Voice-ATIS). The provision of ATIS by means of continuous and repetitive voice broadcasts.	SERA					Article 2			Part B
1 11-0000011200 Chapter 1 Std.	Base turn. A turn executed by the aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track. The tracks are not reciprocal. <i>Note.— Base turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual procedure.</i>	Part-ATS or Airspace Design								
1 11-0000011300 Chapter 1 Std.	Calendar. Discrete temporal reference system that provides the basis for defining temporal position to a resolution of one day.	Part-ATS or organisation requirements for ANSPs								

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1 11-0000011 400 Chapter 1 Std.	Change-over point. The point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft. <i>Note.— Change-over points are established to provide the optimum balance in respect of signal strength and quality between facilities at all levels to be used and to ensure a common source of azimuth guidance for all aircraft operating along the same portion of a route segment.</i>	SERA	No				Article 2			Note not taken
1 11-0000011 600 Chapter 1 Std.	Clearance limit. The point to which an aircraft is granted an air traffic control clearance.	SERA	No				Article 2			Part B
1 11-0000011 800 Chapter 1 Std.	Conference communications. Communication facilities whereby direct speech conversation may be conducted between three or more locations simultaneously.	Part-ATS								

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1 11-0000012000 Chapter 1 Std.	Control area. A controlled airspace extending upwards from a specified limit above the earth.	SERA	No				Article 2			
1 11-0000012200 Chapter 1 Std.	Controlled aerodrome. An aerodrome at which air traffic control service is provided to aerodrome traffic. <i>Note.— The term “controlled aerodrome” indicates that air traffic control service is provided to aerodrome traffic but does not necessarily imply that a control zone exists.</i>	SERA	No				Article 2			Note not taken
1 11-0000012400 Chapter 1 Std.	Controlled airspace. An airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.	SERA	No				Article 2			

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1 11-0000012600 Chapter 1 Std.	Controlled flight. Any flight which is subject to an air traffic control clearance.	SERA	No				Article 2			
1 11-0000012800 Chapter 1 Std.	Controller-pilot data link communications (CPDLC). A means of communication between controller and pilot, using data link for ATC communications.	SERA	No				Article 2			
1 11-0000013000 Chapter 1 Std.	Control zone. A controlled airspace extending upwards from the surface of the earth to a specified upper limit.	SERA	No				Article 2			

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1 11-0000013 200 Chapter 1 Std.	Cruising level. A level maintained during a significant portion of a flight.	SERA	No				Article 2			
1 11-0000013 400 Chapter 1 Std.	Cyclic redundancy check (CRC). A mathematical algorithm applied to the digital expression of data that provides a level of assurance against loss or alteration of data.	Part ATS or CNS								
1 11-0000013 600 Chapter 1 Std.	Data link communications. A form of communication intended for the exchange of messages via a data link.	SERA	No				Article 2			

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1 11-0000013800 Chapter 1 Std.	Data quality. A degree or level of confidence that the data provided meets the requirements of the data user in terms of accuracy, resolution and integrity.	Regulation No73/2010	No				Article 3			
1 11-0000013900 Chapter 1 Std.	Datum. Any quantity or set of quantities that may serve as a reference or basis for the calculation of other quantities.	SERA	No				Article 2			
1 11-0000014000 Chapter 1 Std.	Declared capacity. A measure of the ability of the ATC system or any of its subsystems or operating positions to provide service to aircraft during normal activities. It is expressed as the number of aircraft entering a specified portion of airspace in a given period of time, taking due account of weather, ATC unit configuration, staff and equipment available, and any other factors that may affect the workload of the controller responsible for the airspace.	Part ATS								

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1 11-0000014 200 Chapter 1 Std.	DETRESFA. The code word used to designate a distress phase.	Part-ATS							
1 11-0000014 400 Chapter 1 Std.	Distress phase. A situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.	Part-ATS							
1 11-0000014 600 Chapter 1 Std.	Downstream clearance. A clearance issued to an aircraft by an air traffic control unit that is not the current controlling authority of that aircraft.	SERA	No				Article 2		Part B

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1 11-0000014800 Chapter 1 Std.	Emergency phase. A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.	Part-ATS							
1 11-0000015000 Chapter 1 Std.	Final approach. That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified, a) at the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified; or b) at the point of interception of the last track specified in the approach procedure; and ends at a point in the vicinity of an aerodrome from which: 1) a landing can be made; or 2) a missed approach procedure is initiated.	Part-ATS or Airspace Design							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-000015 200 Chapter 1 Std.	Flight crew member. A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.	SERA	No				Article 2			
1 11-000015 400 Chapter 1 Std.	Flight information centre. A unit established to provide flight information service and alerting service.	SERA	No				Article 2			
1 11-000015 600 Chapter 1 Std.	Flight information region. An airspace of defined dimensions within which flight information service and alerting service are provided.	SERA	No				Article 2			

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-0000015800 Chapter 1 Std.	Flight information service. A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.	SERA	No				Article 2			
1 11-0000016000 Chapter 1 Std.	Flight level. A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals. <i>Note 1.— A pressure type altimeter calibrated in accordance with the Standard Atmosphere:</i> <i>a) when set to a QNH altimeter setting, will indicate altitude;</i> <i>b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum;</i> <i>c) when set to a pressure of 1 013.2 hPa, may be used to indicate flight levels.</i> <i>Note 2.— The terms “height” and “altitude”, used in Note 1 above, indicate altimetric rather than geometric heights and altitudes.</i>	SERA	No				Article 2			Notes not taken

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-0000016 200 Chapter 1 Std.	Flight plan. Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft. <i>Note.— Specifications for flight plans are contained in Annex 2. When the expression “flight plan form” is used it denotes the model flight plan form at Appendix 2 to the PANS-ATM.</i>	SERA	No				Article 2			
1 11-0000016 400 Chapter 1 Std.	Forecast. A statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace.	SERA	No				Article 2			Part B
1 11-0000016 600 Chapter 1 Std.	Geodetic datum. A minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system/frame.	Part-ASD								

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-0000016 700 Chapter 1 Std.	Gregorian calendar. Calendar in general use; first introduced in 1582 to define a year that more closely approximates the tropical year than the Julian calendar. <i>Note.— In the Gregorian calendar, common years have 365 days and leap years 366 days divided into twelve sequential months.</i>	Part-ATS							
1 11-0000016 800 Chapter 1 Std.	Height. The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.	SERA	No				Article 2		
1 11-0000017 000 Chapter 1 Std.	Human Factors principles. Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.	Organisation Requirements for ANSPs							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-0000017 200 Chapter 1 Std.	Human performance. Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.	Organisation Requirements for ANSPs							
1 11-0000017 400 Chapter 1 Std.	IFR. The symbol used to designate the instrument flight rules.	SERA	No				Article 2		
1 11-0000017 600 Chapter 1 Std.	IFR flight. A flight conducted in accordance with the instrument flight rules.	SERA	No				Article 2		

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-0000017800 Chapter 1 Std.	IMC. The symbol used to designate instrument meteorological conditions.	SERA	No				Article 2			
1 11-0000018000 Chapter 1 Std.	INCERFA. The code word used to designate an uncertainty phase.	Part-ATS								
1 11-0000018200 Chapter 1 Std.	Incident. An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation. <i>Note.— The types of incidents which are of main interest to the International Civil Aviation Organization for accident prevention studies are listed in the Accident/Incident Reporting Manual (ADREP Manual) (Doc 9156).</i>	Regulation 996/2010	No				Article 2			Note not taken

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-0000018 400 Chapter 1 Std.	Instrument meteorological conditions (IMC). Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions. <i>Note.— The specified minima for visual meteorological conditions are contained in Annex 2.</i>	SERA	No				Article 2			
1 11-0000018 600 Chapter 1 Std.	Integrity (aeronautical data). A degree of assurance that an aeronautical data and its value has not been lost nor altered since the data origination or authorized amendment.	Regulation 73/2010					Article 3			
1 11-0000018 800 Chapter 1 Std.	International NOTAM office. An office designated by a State for the exchange of NOTAM internationally.	Part-AIS								

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-0000019000 Chapter 1 Std.	Level. A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.	SERA	No				Article 2			
1 11-0000019200 Chapter 1 Std.	Manoeuvring area. That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.	SERA	No				Article 2			
1 11-0000019400 Chapter 1 Std.	Meteorological office. An office designated to provide meteorological service for international air navigation.	Part-MET								

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-0000019 600 Chapter 1 Std.	Movement area. That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).	SERA	No				Article 2			
1 Chapter 1 Std.	Navigation specification. A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications: Required navigation performance (RNP) Specification. A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, eg RNP 4, RNP APCH. Area navigation (RNAV) specification. A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNP, eg RNAV 5, RNAV 1.	Part-AUR								

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<p><i>Note 1.— The Performance-based Navigation (PBN) Manual (Doc 9613), Volume II contains detailed guidance on navigation specifications.</i></p> <p><i>Note 2.— The term RNP as previously defined as “a statement of the navigation performance, necessary for operation within a defined airspace”, has been removed from this Annex as the concept of RNP has been overtaken by the concept of PBN. The term RNP in this Annex is now solely used in context of navigation specifications that require performance monitoring and alerting. E.g. RNP 4 refers to the aircraft and operating requirements, including a 4 NM lateral performance with on board performance monitoring and alerting that are detailed in the PBN Manual (Doc 9613).</i></p>									
1 11-0000019 800 Chapter 1 Std.	NOTAM. A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.	Regulation 73/2010	No				Article 3			

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-0000019 900 Chapter 1 Std.	Obstacle. All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of aircraft or that extend above a defined surface intended to protect aircraft in flight.	SERA	No				Article 2			
1 11-0000020 000 Chapter 1 Std.	Operator. A person, organization or enterprise engaged in or offering to engage in an aircraft operation.	SERA		Yes			Article 2			Part B 'aircraft operator' instead of 'operator'
1 Chapter 1 Std.	Performance-based navigation (PBN). Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace. <i>Note.— Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.</i>	Part-AUR								

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-000020 200 Chapter 1 Std.	Pilot-in-command. The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.	SERA	No				Article 2			
1 11-000020 400 Chapter 1 Std.	Printed communications. Communications which automatically provide a permanent printed record at each terminal of a circuit of all messages which pass over such circuit.	Part-CNS/ATS								
1 Chapter 1 Std.	Radio navigation service. A service providing guidance information or position data for the efficient and safe operation of aircraft supported by one or more navigation aids.	SERA	No				Article 2			Part B
1 11-000020 600 Chapter 1 Std.	Radiotelephony. A form of radiocommunication primarily intended for the exchange of information in the form of speech.	SERA	No				Article 2			

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-000020 700 Chapter 1 Std.	RCP type. A label (e.g. RCP 240) that represents the values assigned to RCP parameters for communication transaction time, continuity, availability and integrity.	Part-CNS Requirements for the competent authorities							
1 11-000020 800 Chapter 1 Std.	Reporting point. A specified geographical location in relation to which the position of an aircraft can be reported.	SERA	No				Article 2		
1 11-000020 950 Chapter 1 Std.	Required communication performance (RCP). A statement of the performance requirements for operational communication in support of specific ATM functions.	Part-CNS Requirements for the competent authorities							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-0000021 200 Chapter 1 Std.	Rescue coordination centre. A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.	Part-CNS Requirements for the competent authorities								Still under discussion to check whether it is in the scope
1 11-0000021 600 Chapter 1 Std.	Runway. A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.	SERA	No				Article 2			
1 11-0000021 800 Chapter 1 Std.	Runway visual range (RVR). The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.	SERA	No				Article 2			Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-0000021900 Chapter 1 Std.	State safety programme. An integrated set of regulations and activities aimed at improving safety.	Referred in Reg.691/2010. In the future it may be place in the requirements for competent authorities					Annex IV			Still under discussion how to transpose this.
1 11-0000021950 Chapter 1 Std.	Safety management system. A systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies and procedures.	Regulation (EC) No 2096/2005 and EASA Opinion No 02/2010								
1 11-0000022000 Chapter 1 Std.	SIGMET information. Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operations.	SERA	No				Article 2			Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-000022 200 Chapter 1 Std.	Significant point. A specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes. <i>Note.— There are three categories of significant points: ground-based navigation aid, intersection and waypoint. In the context of this definition, intersection is a significant point expressed as radials, bearings and/or distances from ground based navigation aids.</i>	SERA	No				Article 2			Note not taken
1 11-000022 400 Chapter 1 Std.	Special VFR flight. A VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.	SERA	No				Article 2			
1 11-000022 600 Chapter 1 Std.	Station declination. An alignment variation between the zero degree radial of a VOR and true north, determined at the time the VOR station is calibrated.	Part-CNS								

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-000022800 Chapter 1 Std.	Taxiing. Movement of an aircraft on the surface of an aerodrome under its own power, excluding take-off and landing.	SERA	No				Article 2			
1 11-000023000 Chapter 1 Std.	Terminal control area. A control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes.	Part-ATS or ASD								
1 11-000023200 Chapter 1 Std.	Track. The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid).	SERA	No				Article 2			

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-000023 400 Chapter 1 Std.	Traffic avoidance advice. Advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid a collision.	Part-ATS							
1 11-000023 600 Chapter 1 Std.	Traffic information. Information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision.	SERA	No				Article 2		Part B
1 11-000023 800 Chapter 1 Std.	Transfer of control point. A defined point located along the flight path of an aircraft, at which the responsibility for providing air traffic control service to the aircraft is transferred from one control unit or control position to the next.	SERA	No				Article 2		Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-0000024 000 Chapter 1 Std.	Transferring unit. Air traffic control unit in the process of transferring the responsibility for providing air traffic control service to an aircraft to the next air traffic control unit along the route of flight.	Part-ATS							
1 11-0000024 200 Chapter 1 Std.	Uncertainty phase. A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.	Part-ATS							
1 11-0000024 400 Chapter 1 Std.	VFR. The symbol used to designate the visual flight rules.	SERA	No				Article 2		

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

1 11-0000024 600 Chapter 1 Std.	VFR flight. A flight conducted in accordance with the visual flight rules.	SERA	No				Article 2			
1 11-0000024 800 Chapter 1 Std.	Visual meteorological conditions (VMC). Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima. <i>Note.— The specified minima are contained in Annex 2.</i>	SERA	No				Article 2			
1 11-0000025 000 Chapter 1 Std.	VMC. The symbol used to designate visual meteorological conditions.	SERA	No				Article 2			

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										
1 11-000025 200 Chapter 1 Std.	Waypoint. A specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation. Waypoints are identified as either: Fly-by waypoint. A waypoint which requires turn anticipation to allow tangential interception of the next segment of a route or procedure, or Flyover waypoint. A waypoint at which a turn is initiated in order to join the next segment of a route or procedure.	Part-ATS or ASD								

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.1.1	CHAPTER 2. GENERAL	Nil							Links to designation in SES
11-000025400	Establishment of authority								Regulation 550/2004
Chapter 2 Std.	Contracting States shall determine, in accordance with the provisions of this Annex and for the territories over which they have jurisdiction, those portions of the airspace and those aerodromes where air traffic services will be provided. They shall thereafter arrange for such services to be established and provided in accordance with the provisions of this Annex, except that, by mutual agreement, a State may delegate to another State the responsibility for establishing and providing air traffic services in flight information regions, control areas or control zones extending over the territories of the former.								

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

	<i>Note.— If one State delegates to another State the responsibility for the provision of air traffic services over its territory, it does so without derogation of its national sovereignty. Similarly, the providing State's responsibility is limited to technical and operational considerations and does not extend beyond those pertaining to the safety and expedition of aircraft using the concerned airspace. Furthermore, the providing State in providing air traffic services within the territory of the delegating State will do so in accordance with the requirements of the latter which is expected to establish such facilities and services for the use of the providing State as are jointly agreed to be necessary. It is further expected that the delegating State would not withdraw or modify such facilities and services without prior consultation with the providing State. Both the delegating and providing States may terminate the agreement between them at any time.</i>	Nil							
2.1.2 11-0000025 600 Chapter 2 Std.	Those portions of the airspace over the high seas or in airspace of undetermined sovereignty where air traffic services will be provided shall be determined on the basis of regional air navigation agreements. A Contracting State having accepted the responsibility to provide air traffic services in such portions of airspace shall thereafter arrange for the services to be established and provided in accordance with the provisions of this Annex.	Nil	1						ICAO Doc 7030

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

	<i>Note 1.— The phrase “regional air navigation agreements” refers to the agreements approved by the Council of ICAO normally on the advice of Regional Air Navigation Meetings.</i>	Nil							
	<i>Note 2.— The Council, when approving the Foreword to this Annex, indicated that a Contracting State accepting the responsibility for providing air traffic services over the high seas or in airspace of undetermined sovereignty may apply the Standards and Recommended Practices in a manner consistent with that adopted for airspace under its jurisdiction.</i>	Nil							
2.1.3 11-000025 800 Chapter 2 Std.	When it has been determined that air traffic services will be provided, the States concerned shall designate the authority responsible for providing such services.	Nil							SES Regulation EC 550/2004 – Service Provision

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

	<p><i>Note 1.— The authority responsible for establishing and providing the services may be a State or a suitable Agency.</i></p> <p><i>Note 2.— Situations which arise in respect of the establishment and provision of air traffic services to either part or whole of an international flight are as follows:</i></p> <p><i>Situation 1: A route, or portion of a route, contained within airspace under the sovereignty of a State establishing and providing its own air traffic services.</i></p> <p><i>Situation 2: A route, or portion of a route, contained within airspace under the sovereignty of a State which has, by mutual agreement, delegated to another State, responsibility for the establishment and provision of air traffic services.</i></p> <p><i>Situation 3: A portion of a route contained within airspace over the high seas or in airspace of undetermined sovereignty for which a State has accepted the responsibility for the establishment and provision of air traffic services. For the purpose of this Annex, the State which designates the authority responsible for establishing and providing the air traffic services is:</i></p> <p><i>in Situation 1: the State having sovereignty over the relevant portion of the airspace;</i></p> <p><i>in Situation 2: the State to whom responsibility for the establishment and provision of air traffic services has been delegated;</i></p> <p><i>in Situation 3: the State which has accepted the responsibility for the establishment and provision of air traffic services.</i></p>	Nil							
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.1.4 11-0000026000 Chapter 2 Std.	Where air traffic services are established, information shall be published as necessary to permit the utilization of such services.	Regulation 73/2010					Articles 2 and 3			
2.2 11-0000026200 Chapter 2 Std.	Objectives of the air traffic services The objectives of the air traffic services shall be to: a) prevent collisions between aircraft; b) prevent collisions between aircraft on the manoeuvring area and obstructions on that area; c) expedite and maintain an orderly flow of air traffic; d) provide advice and information useful for the safe and efficient conduct of flights; e) notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required.	SERA					1.1.1			Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.3.1	Divisions of the air traffic services	Part-ATS							
11-0000026600	The air traffic services shall comprise three services identified as follows.								There are definitions in Regulation 549/2004
Chapter 2 Std.	The air traffic control service, to accomplish objectives a), b) and c) of 2.2, this service being divided in three parts as follows:								
	<p>a) Area control service: the provision of air traffic control service for controlled flights, except for those parts of such flights described in 2.3.1 b) and c), in order to accomplish objectives a) and c) of 2.2;</p> <p>b) Approach control service: the provision of air traffic control service for those parts of controlled flights associated with arrival or departure, in order to accomplish objectives a) and c) of 2.2;</p> <p>c) Aerodrome control service: the provision of air traffic control service for aerodrome traffic, except for those parts of flights described in 2.3.1 b), in order to accomplish objectives a), b) and c) of 2.2.</p>								

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.3.2 11-0000026800 Chapter 2 Std.	The flight information service, to accomplish objective d) of 2.2.	Part-ATS							There are definitions in Regulation 549/2004
2.3.3 11-0000027000 Chapter 2 Std.	The alerting service, to accomplish objective e) of 2.2.	Part-ATS							There are definitions in Regulation 549/2004
2.4.1 11-0000027200 Chapter 2 Std.	Determination of the need for air traffic services The need for the provision of air traffic services shall be determined by consideration of the following: a) the types of air traffic involved; b) the density of air traffic; c) the meteorological conditions; d) such other factors as may be relevant.	It could maybe be organization requirements for ANSPs or requirement for competent authorities							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.4.2 11-0000027 400 Chapter 2 Std.	The carriage of airborne collision avoidance systems (ACAS) by aircraft in a given area shall not be a factor in determining the need for air traffic services in that area.	It could maybe be organization requirements for ANSPs or requirement for competent authorities							
	<i>Note.— Due to the number of elements involved, it has not been possible to develop specific data to determine the need for air traffic services in a given area or at a given location. For example: a) a mixture of different types of air traffic with aircraft of varying speeds (conventional jet, etc.) might necessitate the provision of air traffic services, whereas a relatively greater density of traffic where only one type of operation is involved would not; b) meteorological conditions might have considerable effect in areas where there is a constant flow of air traffic (e.g. scheduled traffic), whereas similar or worse meteorological conditions might be relatively unimportant in an area where air traffic would be discontinued in such conditions (e.g. local VFR flights); c) open stretches of water, mountainous, uninhabited or desert areas might necessitate the provision of air traffic services even though the frequency of operations is extremely low.</i>	It could maybe be organization requirements for ANSPs or requirement for competent authorities							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.5.1 11-000027 600 Chapter 2 Std.	Designation of the portions of the airspace and controlled aerodromes where air traffic services will be provided When it has been determined that air traffic services will be provided in particular portions of the airspace or at particular aerodromes, then those portions of the airspace or those aerodromes shall be designated in relation to the air traffic services that are to be provided.	EC Regulation 550/2004							Article 8 Designation of ATS
2.5.2 11-000027 800 Chapter 2 Std.	The designation of the particular portions of the airspace or the particular aerodromes shall be as follows:	Nil							Introductory text
2.5.2.1 11-000028 000 Chapter 2 Std.	Flight information regions. Those portions of the airspace where it is determined that flight information service and alerting service will be provided shall be designated as flight information regions.	Airspace Design							Not explicit in current SES regulations

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.5.2.2.1 11-0000028 200 Chapter 2 Std.	Control areas and control zones Those portions of the airspace where it is determined that air traffic control service will be provided to IFR flights shall be designated as control areas or control zones.	Airspace design				1				
	<i>Note.— The distinction between control areas and control zones is made in 2.10.</i>	Airspace design								Cross reference
2.5.2.2.1.1 11-0000028 400 Chapter 2 Std.	Those portions of controlled airspace wherein it is determined that air traffic control service will also be provided to VFR flights shall be designated as Classes B, C, or D airspace.	Airspace design				1				
2.5.2.2.2 11-0000028 600 Chapter 2 Std.	Where designated within a flight information region, control areas and control zones shall form part of that flight information region.	Airspace design								

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference				IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance	Less protective or partially implemented or not implemented				
Annex Standard or Recommended Practice										
2.5.2.3 11-000028 800 Chapter 2 Std.	Controlled aerodromes. Those aerodromes where it is determined that air traffic control service will be provided to aerodrome traffic shall be designated as controlled aerodromes.	Part-ATS/AIS								

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.6.1 11-0000029000 Chapter 2 Std.	<p>Classification of airspaces</p> <p>ATS airspaces shall be classified and designated in accordance with the following:</p> <p>Class A. IFR flights only are permitted, all flights are provided with air traffic control service and are separated from each other.</p> <p>Class B. IFR and VFR flights are permitted, all flights are provided with air traffic control service and are separated from each other.</p> <p>Class C. IFR and VFR flights are permitted, all flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.</p> <p>Class D. IFR and VFR flights are permitted and all flights are provided with air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.</p>	SERA	6	17		3	1.2			Part B
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<p>Class E. IFR and VFR flights are permitted, IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical. Class E shall not be used for control zones.</p> <p>Class F. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.</p>	SERA					1.2			Part B Maximum duration of class F airspace limited to 3 years
	<i>Note.— Where air traffic advisory service is implemented, this is considered normally as a temporary measure only until such time as it can be replaced by air traffic control. (See also PANS-ATM, Chapter 9.)</i>	SERA					1.2			Part B See comment above for Class F.
	<i>Class G.</i> IFR and VFR flights are permitted and receive flight information service if requested.	SERA					1.2			Part B
2.6.2 11-000029 200 Chapter 2 Std.	States shall select those airspace classes appropriate to their needs.	SERA					1.2			

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	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.6.3 11-000029 400 Chapter 2 Std.	The requirements for flights within each class of airspace shall be as shown in the table in Appendix 4.	SERA					Appendix I		Part B With some additional columns for clarity
	<i>Note.— Where the ATS airspaces adjoin vertically, i.e. one above the other, flights at a common level would comply with requirements of, and be given services applicable to, the less restrictive class of airspace. In applying these criteria, Class B airspace is therefore considered less restrictive than Class A airspace; Class C airspace less restrictive than Class B airspace, etc.</i>	SERA					AMC		
2.7.1 11-000029 600 Chapter 2 Std.	Performance-based navigation (PBN) operations In applying performance-based navigation, navigation specifications shall be prescribed by States. When applicable, the navigation specification(s) for designated areas, tracks or ATS routes shall be prescribed on the basis of regional air navigation agreements. In designating a navigation specification, limitations may apply as a result of navigation infrastructure constraints or specific navigation functionality requirements.	Part-CNS							

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	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.7.2 11-000029800 Chapter 2 Rec.	Performance-based navigation operations should be implemented as soon as practicable.	Nil							There is already an initiative to implement PBN in the EU
2.7.3 11-000030000 Chapter 2 Std.	The prescribed navigation specification shall be appropriate to the level of communications, navigation and air traffic services provided in the airspace concerned.	Part-CNS							Still under discussions
	<i>Note.— Applicable guidance on performance-based navigation and implementation is published in the Performance-Based Navigation Manual (Doc 9613).</i>	Part-CNS							Cross reference
2.8.1 11-000030150 Chapter 2 Std.	Required communication performance (RCP) RCP types shall be prescribed by States. When applicable, the RCP type(s) shall be prescribed on the basis of regional air navigation agreements.	Part-CNS							Still under discussion

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	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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2.8.2 11-0000030 175 Chapter 2 Std.	The prescribed RCP type shall be appropriate to the air traffic services provided in the airspace concerned.	Part-CNS							Still under discussion
	<i>Note.— Applicable RCP types and associated procedures will be published in the Manual on Required Communication Performance (RCP) (Doc 9869) (in preparation).</i>	Part-CNS							Cross reference
2.9.1 11-0000030 200 Chapter 2 Std.	Establishment and designation of the units providing air traffic services The air traffic services shall be provided by units established and designated as follows: Flight information centres shall be established to provide flight information service and alerting service within flight information regions, unless the responsibility of providing such services within a flight information region is assigned to an air traffic control unit having adequate facilities for the discharge of such responsibility.	Part-ATS or organization requirements for ANSPs							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

	<i>Note.— This does not preclude delegating to other units the function of providing certain elements of the flight information service.</i>	Part-ATS or organization requirements for ANSPs							Still under discussion
2.9.2 11-0000030 600 Chapter 2 Std.	Air traffic control units shall be established to provide air traffic control service, flight information service and alerting service within control areas, control zones and at controlled aerodromes.	Part-ATS or organization requirements for ANSPs							Links to 2.4.1 and 2.6.2
	<i>Note.— The services to be provided by various air traffic control units are indicated in 3.2.</i>	Part-ATS or organization requirements for ANSPs							Cross reference
2.10.1 11-0000030 800 Chapter 2 Rec.	Specifications for flight information regions, control areas and control zones The delineation of airspace, wherein air traffic services are to be provided, should be related to the nature of the route structure and the need for efficient service rather than to national boundaries.	Airspace design							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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2.10.2.1 11-0000031000 Chapter 2 Std.	Flight information regions shall be delineated to cover the whole of the air route structure to be served by such regions.	Airspace design							Still under discussion
	<i>Note 1.— Agreements to permit the delineation of airspace lying across national boundaries are advisable when such action will facilitate the provision of air traffic services (see 2.1.1). Agreements which permit delineation of airspace boundaries by straight lines will, for example, be most convenient where data processing techniques are used by air traffic services units.</i>	Airspace design							Still under discussion
	<i>Note 2.— Where delineation of airspace is made by reference to national boundaries there is a need for suitably sited transfer points to be mutually agreed upon.</i>	Airspace design							Still under discussion
2.10.2.2 11-0000031200 Chapter 2 Std.	A flight information region shall include all airspace within its lateral limits, except as limited by an upper flight information region.	Airspace design							Still under discussion

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	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.10.2.3 11-0000031 400 Chapter 2 Std.	Where a flight information region is limited by an upper flight information region, the lower limit specified for the upper flight information region shall constitute the upper vertical limit of the flight information region and shall coincide with a VFR cruising level of the tables in Appendix3 to Annex2.	Airspace design							Still under discussion
	<i>Note.— In cases where an upper flight information region is established the procedures applicable therein need not be identical with those applicable in the underlying flight information region.</i>	Airspace design							Still under discussion
2.10.3.1 11-0000031 600 Chapter 2 Std.	Control areas Control areas including, inter alia, airways and terminal control areas shall be delineated so as to encompass sufficient airspace to contain the flight paths of those IFR flights or portions thereof to which it is desired to provide the applicable parts of the air traffic control service, taking into account the capabilities of the navigation aids normally used in that area.	Airspace design							Still under discussion
	<i>Note.— In a control area other than one formed by a system of airways, a system of routes may be established to facilitate the provision of air traffic control.</i>	Airspace design							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.10.3.2 11-0000031800 Chapter 2 Std.	A lower limit of a control area shall be established at a height above the ground or water of not less than 200 m (700 ft).	Airspace design							Still under discussion
	<i>Note.— This does not imply that the lower limit has to be established uniformly in a given control area (see Figure A-5 of the Air Traffic Services Planning Manual (Doc 9426), Part I, Section 2, Chapter 3).</i>	Airspace design							Still under discussion
2.10.3.2.1 11-0000032000 Chapter 2 Rec.	The lower limit of a control area should, when practicable and desirable in order to allow freedom of action for VFR flights below the control area, be established at a greater height than the minimum specified in 2.9.3.2[B2].	Airspace design							Still under discussion
2.10.3.2.2 11-0000032200 Chapter 2 Rec.	When the lower limit of a control area is above 900 m (3 000 ft) MSL it should coincide with a VFR cruising level of the tables in Appendix3 to Annex2.	Airspace design							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<i>Note.— This implies that the selected VFR cruising level be such that expected local atmospheric pressure variations do not result in a lowering of this limit to a height of less than 200 m (700 ft) above ground or water.</i>	Airspace design							Still under discussion
2.10.3.3 11-0000032 400 Chapter 2 Std.	<p>An upper limit of a control area shall be established when either:</p> <p>a) air traffic control service will not be provided above such upper limit; or</p> <p>b) the control area is situated below an upper control area, in which case the upper limit shall coincide with the lower limit of the upper control area.</p> <p>When established, such upper limit shall coincide with a VFR cruising level of the tables in Appendix 3 to Annex 2.</p>	Airspace design							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
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				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.10.4 11-0000032 600 Chapter 2 Rec.	Flight information regions or control areas in the upper airspace Where it is desirable to limit the number of flight information regions or control areas through which high flying aircraft would otherwise have to operate, a flight information region or control area, as appropriate, should be delineated to include the upper airspace within the lateral limits of a number of lower flight information regions or control areas.	Airspace design							Still under discussion
2.10.5.1 11-0000032 800 Chapter 2 Std.	Control zones The lateral limits of control zones shall encompass at least those portions of the airspace, which are not within control areas, containing the paths of IFR flights arriving at and departing from aerodromes to be used under instrument meteorological conditions.	Airspace design							Still under discussion
	<i>Note.— Aircraft holding in the vicinity of aerodromes are considered as arriving aircraft.</i>	Airspace design							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.10.5.2 11-0000033 000 Chapter 2 Std.	The lateral limits of a control zone shall extend to at least 9.3 km (5 NM) from the centre of the aerodrome or aerodromes concerned in the directions from which approaches may be made.	Airspace design							Still under discussion
	<i>Note.— A control zone may include two or more aerodromes situated close together</i>	Airspace design							Still under discussion
2.10.5.3 11-0000033 200 Chapter 2 Std.	If a control zone is located within the lateral limits of a control area, it shall extend upwards from the surface of the earth to at least the lower limit of the control area.	Airspace design							Still under discussion
	<i>Note.— An upper limit higher than the lower limit of the overlying control area may be established when desired.</i>	Airspace design							Still under discussion
2.10.5.4 11-0000033 400 Chapter 2 Rec.	If a control zone is located outside of the lateral limits of a control area, an upper limit should be established.	Airspace design							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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2.10.5.5 11-0000033 600 Chapter 2 Rec.	If it is desired to establish the upper limit of a control zone at a level higher than the lower limit of the control area established above it, or if the control zone is located outside of the lateral limits of a control area, its upper limit should be established at a level which can easily be identified by pilots. When this limit is above 900 m (3 000 ft) MSL it should coincide with a VFR cruising level of the tables in Appendix 3 to Annex 2.	Airspace design							Still under discussion
	<i>Note.— This implies that, if used, the selected VFR cruising level be such that expected local atmospheric pressure variations do not result in a lowering of this limit to a height of less than 200 m (700 ft) above ground or water.</i>	Airspace design							
2.11.1 11-0000033 800 Chapter 2 Rec.	Identification of air traffic services units and airspaces An area control centre or flight information centre should be identified by the name of a nearby town or city or geographic feature.	Part-ATS or organization requirements for ANSPs							Still under discussion

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	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.11.2 11-0000034 000 Chapter 2 Rec.	An aerodrome control tower or approach control unit should be identified by the name of the aerodrome at which it is located.	Part-ATS or organization requirements for ANSPs							
2.11.3 11-0000034 200 Chapter 2 Rec.	A control zone, control area or flight information region should be identified by the name of the unit having jurisdiction over such airspace.	Airspace design							Still under discussion
2.12.1 11-0000034 400 Chapter 2 Std.	Establishment and identification of ATS routes When ATS routes are established, a protected airspace along each ATS route and a safe spacing between adjacent ATS routes shall be provided.	Airspace design							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.12.2 11-0000034 600 Chapter 2 Rec.	When warranted by density, complexity or nature of the traffic, special routes should be established for use by low-level traffic, including helicopters operating to and from helidecks on the high seas. When determining the lateral spacing between such routes, account should be taken of the navigational means available and the navigation equipment carried on board helicopters.	Airspace design							Still under discussion
2.12.3 11-0000034 800 Chapter 2 Std.	ATS routes shall be identified by designators.	Airspace design							Still under discussion
2.12.4 11-0000035 000 Chapter 2 Std.	Designators for ATS routes other than standard departure and arrival routes shall be selected in accordance with the principles set forth in Appendix 1.	Airspace design							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.12.5 11-0000035 200 Chapter 2 Std.	Standard departure and arrival routes and associated procedures shall be identified in accordance with the principles set forth in Appendix 3.	Airspace design							Still under discussion
	<i>Note 1.— Guidance material relating to the establishment of ATS routes is contained in the Air Traffic Services Planning Manual (Doc 9426).</i>	Airspace design							Cross reference
	<i>Note 2.— Guidance material relating to the establishment of ATS routes defined by VOR is contained in Attachment A.</i>	Airspace design							Cross reference
	<i>Note 3.— The spacing between parallel tracks or between parallel ATS route centre lines based on performance-based navigation will be dependent upon the relevant navigation specification required.</i>	Airspace design							Still under discussion
2.13.1 11-0000035 400 Chapter 2 Rec.	Establishment of change-over points Change-over points should be established on ATS route segments defined by reference to very high frequency omnidirectional radio ranges where this will assist accurate navigation along the route segments. The establishment of change-over points should be limited to route segments of 110 km (60 NM) or more, except where the complexity of ATS routes, the density of navigation aids or other technical and operational reasons warrant the establishment of change-over points on shorter route segments.	Airspace design							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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2.13.2 11-0000035 600 Chapter 2 Rec.	Unless otherwise established in relation to the performance of the navigation aids or frequency protection criteria, the change-over point on a route segment should be the mid-point between the facilities in the case of a straight route segment or the intersection of radials in the case of a route segment which changes direction between the facilities.	Airspace design							Still under discussion
	<i>Note.— Guidance on the establishment of change-over points is contained in Attachment A.</i>	Airspace design							Still under discussion
2.14.1 11-0000035 800 Chapter 2 Std.	Establishment and identification of significant points Significant points shall be established for the purpose of defining an ATS route or instrument approach procedure and/or in relation to the requirements of air traffic services for information regarding the progress of aircraft in flight.	Airspace design							Still under discussion
2.14.2 11-0000036 000 Chapter 2 Std.	Significant points shall be identified by designators.	Airspace design							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.14.3 11-0000036 200 Chapter 2 Std.	Significant points shall be established and identified in accordance with the principles set forth in Appendix 2.	Airspace design							Still under discussion
2.15.1 11-0000036 400 Chapter 2 Rec.	Establishment and identification of standard routes for taxiing aircraft Where necessary, standard routes for taxiing aircraft should be established on an aerodrome between runways, aprons and maintenance areas. Such routes should be direct, simple and where practicable, designed to avoid traffic conflicts.	Aerodrome Design							Still under discussion
2.15.2 11-0000036 600 Chapter 2 Rec.	Standard routes for taxiing aircraft should be identified by designators distinctively different from those of the runways and ATS routes.	Aerodrome design							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.16.1 11-0000036 800 Chapter 2 Std.	Coordination between the operator and air traffic services Air traffic services units, in carrying out their objectives, shall have due regard for the requirements of the operators consequent on their obligations as specified in Annex 6, and, if so required by the operators, shall make available to them or their designated representatives such information as may be available to enable them or their designated representatives to carry out their responsibilities.	SERA	No				1.1.2			Part B
2.16.2 11-0000037 000 Chapter 2 Std.	When so requested by an operator, messages (including position reports) received by air traffic services units and relating to the operation of the aircraft for which operational control service is provided by that operator shall, so far as practicable, be made available immediately to the operator or a designated representative in accordance with locally agreed procedures.	SERA	No				1.1.2			Part B
	<i>Note.— For aircraft subjected to unlawful interference, see 2.23.3.</i>	SERA								Cross reference

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.17.1 11-0000037 200 Chapter 2 Std.	Coordination between military authorities and air traffic services Air traffic services authorities shall establish and maintain close cooperation with military authorities responsible for activities that may affect flights of civil aircraft.	EC Regulation 2150/2005 FUA: Article 6 ECTL Spec for application of FUA Section 2.1							
2.17.2 11-0000037 400 Chapter 2 Std.	Coordination of activities potentially hazardous to civil aircraft shall be effected in accordance with 2.18.	Nil							Cross references 2.18

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.17.3 11-0000037 600 Chapter 2 Std.	Arrangements shall be made to permit information relevant to the safe and expeditious conduct of flights of civil aircraft to be promptly exchanged between air traffic services units and appropriate military units.	EC Regulation 2150/2005 FUA: Article 6 ECTL Spec for application of FUA Section 2.2							
2.17.3.1 11-0000037 800 Chapter 2 Std.	Air traffic services units shall, either routinely or on request, in accordance with locally agreed procedures, provide appropriate military units with pertinent flight plan and other data concerning flights of civil aircraft. In order to eliminate or reduce the need for interceptions, air traffic services authorities shall designate any areas or routes where the requirements of Annex 2 concerning flight plans, two-way communications and position reporting apply to all flights to ensure that all pertinent data is available in appropriate air traffic services units specifically for the purpose of facilitating identification of civil aircraft.	EC Regulation 2150/2005 FUA: Article 6 ECTL Spec for application of FUA Section 6.2							
	<i>Note.— For aircraft subjected to unlawful interference, see 2.23.3 and 2.24.1.3.</i>	Nil							Cross reference

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.17.3.2 11-0000038 000 Chapter 2 Std.	Special procedures shall be established in order to ensure that: a) air traffic services units are notified if a military unit observes that an aircraft which is, or might be, a civil aircraft is approaching, or has entered, any area in which interception might become necessary; b) all possible efforts are made to confirm the identity of the aircraft and to provide it with the navigational guidance necessary to avoid the need for interception.	AR							
2.18.1 11-0000038 200 Chapter 2 Std.	Coordination of activities potentially hazardous to civil aircraft The arrangements for activities potentially hazardous to civil aircraft, whether over the territory of a State or over the high seas, shall be coordinated with the appropriate air traffic services authorities. The coordination shall be effected early enough to permit timely promulgation of information regarding the activities in accordance with the provisions of Annex 15.	EC Regulation 2150/2005 FUA: Articles 4, 5, 6 ECTL Spec for application of FUA Section 4 and 5							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.18.1.1 11-0000038 400 Chapter 2 Rec.	If the appropriate ATS authority is not that of the State where the organization planning the activities is located, initial coordination should be effected through the ATS authority responsible for the airspace over the State where the organization is located.	EC Regulation 2150/2005 FUA Article 4.1 and 6.5 ECTL Spec for application of FUA Section 6.3							
2.18.2 11-0000038 600 Chapter 2 Std.	The objective of the coordination shall be to achieve the best arrangements which will avoid hazards to civil aircraft and minimize interference with the normal operations of such aircraft.	EC Regulation 2150/2005 FUA: Article 3 (a)(b)(d) ECTL Spec for application of FUA Section 2				1			

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.18.2.1 11-0000038 800 Chapter 2 Rec.	In determining these arrangements the following should be applied: a) the locations or areas, times and durations for the activities should be selected to avoid closure or realignment of established ATS routes, blocking of the most economic flight levels, or delays of scheduled aircraft operations, unless no other options exist; b) the size of the airspace designated for the conduct of the activities should be kept as small as possible; c) direct communication between the appropriate ATS authority or air traffic services unit and the organization or unit conducting the activities should be provided for use in the event that civil aircraft emergencies or other unforeseen circumstances require discontinuation of the activities.	EC Regulation 2150/2005 FUA: Article 3(e) and Article 6 ECTL Spec for application of FUA Section 2 and 5							
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.18.3 11-000039000 Chapter 2 Std.	The appropriate ATS authorities shall be responsible for initiating the promulgation of information regarding the activities.	EC Regulation 2150/2005 FUA Article 6 ECTL Spec for application of FUA Section 2				1				
2.18.4 11-000039200 Chapter 2 Rec.	If activities potentially hazardous to civil aircraft take place on a regular or continuing basis, special committees should be established as required to ensure that the requirements of all parties concerned are adequately coordinated.	EC Regulation 2150/2005 FUA Article 5 ECTL Spec for application of FUA Section 4				1				

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	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.18.5 11-0000039 400 Chapter 2 Std.	Adequate steps shall be taken to prevent emission of laser beams from adversely affecting flight operations.	?							Still under discussion
	<i>Note 2.— See also Annex 14 — Aerodromes, Volume I — Aerodrome Design and Operations, Chapter 5.</i>	Nil							Cross reference
2.18.6 11-0000039 600 Chapter 2 Rec.	In order to provide added airspace capacity and to improve efficiency and flexibility of aircraft operations, States should establish procedures providing for a flexible use of airspace reserved for military or other special activities. The procedures should permit all airspace users to have safe access to such reserved airspace.	EC Regulation 2150/2005 FUA in entirety ECTL Spec for application of FUA in entirety	1						

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	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.19.1 11-000039 800 Chapter 2 Std.	Aeronautical data Determination and reporting of air traffic services-related aeronautical data shall be in accordance with the accuracy and integrity requirements set forth in Tables 1 to 5 contained in Appendix 5 while taking into account the established quality system procedures. Accuracy requirements for aeronautical data are based upon a 95 per cent confidence level, and in that respect three types of positional data shall be identified: surveyed points (e.g. navigation aids positions), calculated points (mathematical calculations from the known surveyed points of points in space, fixes) and declared points (e.g. flight information region boundary points).	Regulation 73/2010							Articles 6 and 7 and Annexes III and IV
	<i>Note.— Specifications governing the quality system are given in Annex 15, Chapter 3.</i>	ADQ							Cross reference

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.19.2 11-000004000 Chapter 2 Std.	Contracting States shall ensure that integrity of aeronautical data is maintained throughout the data process from survey/origin to the next intended user. Aeronautical data integrity requirements shall be based upon the potential risk resulting from the corruption of data and upon the use to which the data item is put. Consequently, the following classification and data integrity level shall apply: a) critical data, integrity level 1 ´ 10-8: there is a high probability when using corrupted critical data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe; b) essential data, integrity level 1 ´ 10-5: there is a low probability when using corrupted essential data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe; and c) routine data, integrity level 1 ´ 10-3: there is a very low probability when using corrupted routine data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe.	Regulation 73/2010							
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	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.19.3 11-0000040 200 Chapter 2 Std.	Protection of electronic aeronautical data while stored or in transit shall be totally monitored by the cyclic redundancy check (CRC). To achieve protection of the integrity level of critical and essential aeronautical data as classified in 2.18.2, a 32- or 24-bit CRC algorithm shall apply respectively.	ADQ							
2.19.4 11-0000040 400 Chapter 2 Rec.	To achieve protection of the integrity level of routine aeronautical data as classified in 2.18.2, a 16-bit CRC algorithm should apply.	ADQ							
	<i>Note.— Guidance material on the aeronautical data quality requirements (accuracy, resolution, integrity, protection and traceability) is contained in the World Geodetic System — 1984 (WGS-84) Manual (Doc 9674). Supporting material in respect of the provisions of Appendix 5 related to accuracy and integrity of aeronautical data is contained in RTCA Document DO-201A and European Organization for Civil Aviation Equipment (EUROCAE) Document ED-77 — Industry Requirements for Aeronautical Information.</i>	ADQ							

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	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.19.5 11-0000040 600 Chapter 2 Std.	Geographical coordinates indicating latitude and longitude shall be determined and reported to the aeronautical information services authority in terms of the World Geodetic System - 1984 (WGS-84) geodetic reference datum, identifying those geographical coordinates which have been transformed into WGS-84 coordinates by mathematical means and whose accuracy of original field work does not meet the requirements in Appendix 5, Table 1.	ADQ							
2.19.6 11-0000040 800 Chapter 2 Std.	The order of accuracy of the field work and determinations and calculations derived therefrom shall be such that the resulting operational navigation data for the phases of flight will be within the maximum deviations, with respect to an appropriate reference frame, as indicated in the tables contained in Appendix 5.	ADQ							
	<p><i>Note 1.— An appropriate reference frame is that which enables WGS-84 to be realized on a given position and with respect to which all coordinate data are related.</i></p> <p><i>Note 2.— Specifications governing the publication of aeronautical data are given in Annex 4, Chapter 2 and Annex 15, Chapter 3.</i></p> <p><i>Note 3.— For those fixes and points that are serving a dual purpose, e.g. holding point and missed approach point, the higher accuracy applies.</i></p>								

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.20.1 11-0000041000 Chapter 2 Std.	<p>Coordination between meteorological and air traffic services authorities</p> <p>To ensure that aircraft receive the most up-to-date meteorological information for aircraft operations, arrangements shall be made, where necessary, between meteorological and air traffic services authorities for air traffic services personnel:</p> <p>a) in addition to using indicating instruments, to report, if observed by air traffic services personnel or communicated by aircraft, such other meteorological elements as may be agreed upon;</p> <p>b) to report as soon as possible to the associated meteorological office meteorological phenomena of operational significance, if observed by air traffic services personnel or communicated by aircraft, which have not been included in the aerodrome meteorological report;</p>	Part-ATS or organization requirements for ANSPs							Also see Chapter 7 comments
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

	c) to report as soon as possible to the associated meteorological office pertinent information concerning pre-eruption volcanic activity, volcanic eruptions and information concerning volcanic ash cloud. In addition, area control centres and flight information centres shall report the information to the associated meteorological watch office and volcanic ash advisory centres (VAACs).								
	<i>Note 1.— VAACs are designated by regional air navigation agreements in accordance with Annex 3, Chapter 3, 3.5.1.</i> <i>Note 2.— See 4.2.3 regarding transmission of special air-reports.</i>	Part-ATS and organisation requirements for ANSPs							
2.20.2 11-0000041 200 Chapter 2 Std.	Close coordination shall be maintained between area control centres, flight information centres and associated meteorological watch offices to ensure that information on volcanic ash included in NOTAM and SIGMET messages is consistent.	Part-ATS and organisation requirements for ANSPs							

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	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.21.1 11-0000041 400 Chapter 2 Std.	<p>Coordination between aeronautical information services and air traffic services authorities</p> <p>To ensure that aeronautical information services units obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information, arrangements shall be made between aeronautical information services and air traffic services authorities responsible for air traffic services to report to the responsible aeronautical information services unit, with a minimum of delay:</p> <p>a) information on aerodrome conditions;</p> <p>b) the operational status of associated facilities, services and navigation aids within their area of responsibility;</p> <p>c) the occurrence of volcanic activity observed by air traffic services personnel or reported by aircraft; and</p> <p>d) any other information considered to be of operational significance.</p>	ADQ/ organisation requirements for ANSPs/ requirements for competent authorities							Still under discussion
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.21.2 11-000041 600 Chapter 2 Std.	Before introducing changes to the air navigation system, due account shall be taken by the services responsible for such changes of the time needed by the aeronautical information service for the preparation, production and issuance of relevant material for promulgation. To ensure timely provision of the information to the aeronautical information service, close coordination between those services concerned is therefore required.	ADQ/ organisation requirements for ANSPs							
2.21.3 11-000041 800 Chapter 2 Std.	Of particular importance are charts and/or computer-based navigation systems which qualify to be notified by the Aeronautical Information Regulation and Control (AIRAC) system, as specified in Annex 15, Chapter 6 and Appendix 4. The predetermined, internationally agreed AIRAC effective dates in addition to 14 days postage time shall be observed by the responsible air traffic services when submitting the raw information/data to aeronautical information services.	ADQ/ organisation requirements for ANSPs							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.21.4 11-0000042000 Chapter 2 Std.	The air traffic services responsible for the provision of raw aeronautical information/data to the aeronautical information services shall do so while taking into account accuracy and integrity requirements for aeronautical data as specified in Appendix 5 to this Annex.	Regulation 73/2010							Article 2
	<p><i>Note 1.— Specifications for the issue of a NOTAM, SNOTAM and ASHTAM are contained in Annex 15, Chapter 5.</i></p> <p><i>Note 2.— Reports of volcanic activity comprise the information detailed in Annex 3, Chapter 4.</i></p> <p><i>Note 3.— AIRAC information is distributed by the aeronautical information service at least 42 days in advance of the AIRAC effective dates with the objective of reaching recipients at least 28 days in advance of the effective date.</i></p> <p><i>Note 4.— The schedule of the predetermined, internationally agreed AIRAC common effective dates at intervals of 28 days, including 6 November 1997, and guidance for the AIRAC use are contained in the Aeronautical Information Services Manual (Doc 8126, Chapter 2, 2.6).</i></p>	ADQ							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.22 11-0000042 200 Chapter 2 Std.	Minimum flight altitudes shall be determined and promulgated by each Contracting State for each ATS route and control area over its territory. The minimum flight altitudes determined shall provide a minimum clearance above the controlling obstacle located within the areas concerned.	Airspace design							Still under discussion
	<i>Note.— The requirements for publication by States of minimum flight altitudes and of the criteria used to determine them are contained in Annex 15, Appendix 1. Detailed obstacle clearance criteria are contained in PANS-OPS (Doc 8168), Volume II.</i>	Airspace design							Still under discussion
2.23.1 11-0000042 400 Chapter 2 Std.	Service to aircraft in the event of an emergency An aircraft known or believed to be in a state of emergency, including being subjected to unlawful interference, shall be given maximum consideration, assistance and priority over other aircraft as may be necessitated by the circumstances.	SERA	No				1.4 1.4.1		Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.23.1.1 11-000042 600 Chapter 2 Rec.	In communications between ATS units and aircraft in the event of an emergency, Human Factors principles should be observed.	SERA				1			GM	Still under discussion
2.23.2 11-000042 800 Chapter 2 Std.	When an occurrence of unlawful interference with an aircraft takes place or is suspected, ATS units shall attend promptly to requests by the aircraft. Information pertinent to the safe conduct of the flight shall continue to be transmitted and necessary action shall be taken to expedite the conduct of all phases of the flight, especially the safe landing of the aircraft.	SERA	No				1.4.2			Part B
2.23.3 11-000042 900 Chapter 2 Std.	When an occurrence of unlawful interference with an aircraft takes place or is suspected, ATS units shall, in accordance with locally agreed procedures, immediately inform the appropriate authority designated by the State and exchange necessary information with the operator or its designated representative.	SERA	No				1.4.3			Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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	<i>Note 1.— A strayed or unidentified aircraft may be suspected as being the subject of unlawful interference. See 2.24.1.3.</i>	SERA		Yes			1.5.1 .3			Part B Transposed, together with 2.24.1.3 Considered important
	<i>Note 2.— Procedures relating to the handling of strayed or unidentified aircraft are contained in 2.24.1.</i>									Cross reference
	<i>Note 3.— PANS-ATM (Doc 4444), Chapter 15, 15.1.3 contains more specific procedures related to unlawful interference</i>									Cross reference
2.24	In-flight contingencies Strayed or unidentified aircraft	SERA					1.5.1			Part B
	<i>Note 1.— The terms “strayed aircraft” and “unidentified aircraft” in this paragraph have the following meanings: Strayed aircraft. An aircraft which has deviated significantly from its intended track or which reports that it is lost. Unidentified aircraft. An aircraft which has been observed or reported to be operating in a given area but whose identity has not been established.</i>	SERA								Definition
	<i>Note 2.— An aircraft may be considered, at the same time, as a “strayed aircraft” by one unit and as an “unidentified aircraft” by another unit.</i>	SERA							GM	Still under discussion
	<i>Note 3.— A strayed or unidentified aircraft may be suspected as being the subject of unlawful interference</i>	SERA							GM	Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.24.1.1 11-0000043 000 Chapter 2 Std.	As soon as an air traffic services unit becomes aware of a strayed aircraft it shall take all necessary steps as outlined in 2.24.1.1.1 and 2.24.1.1.2 to assist the aircraft and to safeguard its flight.	SERA					1.5.1 .1			Part B
	<i>Note.— Navigational assistance by an air traffic services unit is particularly important if the unit becomes aware of an aircraft straying, or about to stray, into an area where there is a risk of interception or other hazard to its safety.</i>	SERA							GM	

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.24.1.1.1 11-0000043 200 Chapter 2 Std.	If the aircraft's position is not known, the air traffic services unit shall: a) attempt to establish two-way communication with the aircraft, unless such communication already exists; b) use all available means to determine its position; c) inform other ATS units into whose area the aircraft may have strayed or may stray, taking into account all the factors which may have affected the navigation of the aircraft in the circumstances; d) inform, in accordance with locally agreed procedures, appropriate military units and provide them with pertinent flight plan and other data concerning strayed aircraft; e) request from the units referred to in c) and d) and from other aircraft in flight every assistance in establishing communication with the aircraft and determining its position.	SERA	No				1.5.1 1.1			Part B
	<i>Note.— The requirements in d) and e) apply also to ATS units informed in accordance with c).</i>	SERA		Yes			1.5.1 .1.2			Part B Elevated as requirement

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									
2.24.1.1.2 11-0000043400 Chapter 2 Std.	When the aircraft's position is established, the air traffic services unit shall: a) advise the aircraft of its position and corrective action to be taken; and b) provide, as necessary, other ATS units and appropriate military units with relevant information concerning the strayed aircraft and any advice given to that aircraft.	SERA	No				1.5.1 .1.3		Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.24.1.2 11-0000043 600 Chapter 2 Std.	As soon as an air traffic services unit becomes aware of an unidentified aircraft in its area, it shall endeavour to establish the identity of the aircraft whenever this is necessary for the provision of air traffic services or required by the appropriate military authorities in accordance with locally agreed procedures. To this end, the air traffic services unit shall take such of the following steps as are appropriate in the circumstances: a) attempt to establish two-way communication with the aircraft; b) inquire of other air traffic services units within the flight information region about the flight and request their assistance in establishing two-way communication with the aircraft; c) inquire of air traffic services units serving the adjacent flight information regions about the flight and request their assistance in establishing two-way communication with the aircraft; d) attempt to obtain information from other aircraft in the area.	SERA	No				1.5.1 .2			Part B
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
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				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.24.1.2.1 11-0000043800 Chapter 2 Std.	The air traffic services unit shall, as necessary, inform the appropriate military unit as soon as the identity of the aircraft has been established.	SERA	No				1.5.1 .2.1			Part B
2.24.1.3 11-0000043900 Chapter 2 Std.	Should the ATS unit consider that a strayed or unidentified aircraft may be the subject of unlawful interference, the appropriate authority designated by the State shall immediately be informed, in accordance with locally agreed procedures.	SERA	No				1.5.1 .3			Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.24.2.1 11-0000044 000 Chapter 2 Std.	Interception of civil aircraft As soon as an air traffic services unit learns that an aircraft is being intercepted in its area of responsibility, it shall take such of the following steps as are appropriate in the circumstances: a) attempt to establish two-way communication with the intercepted aircraft via any means available, including the emergency radio frequency 121.5 MHz, unless such communication already exists; b) inform the pilot of the intercepted aircraft of the interception; c) establish contact with the intercept control unit maintaining two-way communication with the intercepting aircraft and provide it with available information concerning the aircraft; d) relay messages between the intercepting aircraft or the intercept control unit and the intercepted aircraft, as necessary; e) in close coordination with the intercept control unit take all necessary steps to ensure the safety of the intercepted aircraft; f) inform ATS units serving adjacent flight information regions if it appears that the aircraft has strayed from such adjacent flight information regions.	SERA	No				1.5.2			Part B
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.24.2.2 11-000044 200 Chapter 2 Std.	As soon as an air traffic services unit learns that an aircraft is being intercepted outside its area of responsibility, it shall take such of the following steps as are appropriate in the circumstances: a) inform the ATS unit serving the airspace in which the interception is taking place, providing this unit with available information that will assist in identifying the aircraft and requesting it to take action in accordance with 2.23.2.1; b) relay messages between the intercepted aircraft and the appropriate ATS unit, the intercept control unit or the intercepting aircraft.	SERA	No				1.5.2 .2			Part B
2.25.1 11-000044 400 Chapter 2 Std.	Time in air traffic services Air traffic services units shall use Coordinated Universal Time (UTC) and shall express the time in hours and minutes and, when required, seconds of the 24-hour day beginning at midnight.	SERA	No				3.5.1			Part A, paragraph 3.5.1

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.25.2 11-0000044 600 Chapter 2 Std.	Air traffic services units shall be equipped with clocks indicating the time in hours, minutes and seconds, clearly visible from each operating position in the unit concerned.	Part ANS							
2.25.3 11-0000044 800 Chapter 2 Std.	Air traffic services unit clocks and other time-recording devices shall be checked as necessary to ensure correct time to within plus or minus 30 seconds of UTC. Wherever data link communications are utilized by an air traffic services unit, clocks and other time-recording devices shall be checked as necessary to ensure correct time to within 1 second of UTC.	Part ANS SERA				3.5.3			Part A
2.25.4 11-0000045 000 Chapter 2 Std.	The correct time shall be obtained from a standard time station or, if not possible, from another unit which has obtained the correct time from such station.	Part ATS							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.25.5 11-0000045 200 Chapter 2 Std.	Aerodrome control towers shall, prior to an aircraft taxiing for take-off, provide the pilot with the correct time, unless arrangements have been made for the pilot to obtain it from other sources. Air traffic services units shall, in addition, provide aircraft with the correct time on request. Time checks shall be given to the nearest half minute.	SERA	No			3	1.1.3			Part B
2.26 11-0000045 400 Chapter 2 Std.	Establishment of requirements for carriage and operation of pressure-altitude reporting transponders States shall establish requirements for carriage and operation of pressure-altitude reporting transponders within defined portions of airspace.	SERA					1.3.2			Part B Airspace classification toolbox TMZ
	<i>Note.— This provision is intended to improve the effectiveness of air traffic services as well as airborne collision avoidance systems.</i>									
2.27.1 11-0000045 600 Chapter 2 Std.	ATS safety management States shall establish a State safety programme, in order to achieve an acceptable level of safety in the provision of ATS.	Requirements for competent authorities								

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<i>Note.— A framework for the implementation and maintenance of a State safety programme is contained in Attachment D and guidance on a State safety programme is contained in the Safety Management Manual (SMM) (Doc 9859).</i>	Requirements for competent authorities							Cross reference
2.27.2 11-0000045800 Chapter 2 Std.	The acceptable level of safety to be achieved shall be established by the State.	Requirements for competent authorities							Still under discussion
	<i>Note.— Guidance on defining acceptable level of safety is contained in the Safety Management Manual (SMM) (Doc 9859).</i>	Requirements for competent authorities							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.27.3 11-000046 200 Chapter 2 Std.	States shall require, as part of their safety management programme, that an air traffic services provider implements a safety management system acceptable to the State that, as a minimum: a) identifies safety hazards; b) ensures the implementation of remedial action necessary to maintain agreed safety performance; c) provides for continuous monitoring and regular assessment of the safety performance; and d) aims at a continuous improvement of the overall performance of the safety management system.	Organisation requirements for ANSPs							
	<i>Note.— Guidance on defining safety performance is contained in the Safety Management Manual (SMM) (Doc 9859).</i>	Organisation requirements for ANSPs							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.27.4 11-0000046 390 Chapter 2 Std.	A safety management system shall clearly define lines of safety accountability throughout the air traffic services provider, including a direct accountability for safety on the part of senior management.	Organisation requirements for ANSPs							
	<i>Note 1.— The framework for the implementation and maintenance of a safety management system is contained in Appendix 6. Guidance on safety management systems is contained in the Safety Management Manual (SMM) (Doc 9859), and associated procedures are contained in the PANS-ATM (Doc 4444).</i>	Organisation requirements for ANSPs							
	<i>Note 2.— The provision of AIS, CNS, MET, and/or SAR services, when under the authority of an ATS provider, are subject to the requirements of paragraphs 2.27.3 and 2.27.4. When the provision of AIS, CNS, MET, and/or SAR services are wholly or partially provided by an entity other than an ATS provider, the requirements under 2.27.3 and 2.27.4 relate to the services that come under the authority of the ATS provider, or those aspects of the services with direct operational implications.</i>								Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.27.5 11-0000046 400 Chapter 2 Std.	Any significant safety-related change to the ATC system, including the implementation of a reduced separation minimum or a new procedure, shall only be effected after a safety assessment has demonstrated that an acceptable level of safety will be met and users have been consulted. When appropriate, the responsible authority shall ensure that adequate provision is made for post-implementation monitoring to verify that the defined level of safety continues to be met.	Organisation requirements for ANSPs							It is regulated in Regulation (EC) No 2096/2005 and EASA Opinion No 02/2010. There are not defined level of safety (quantitative level of safety) at the level of the EU law
	<i>Note.— When, due to the nature of the change, the acceptable level of safety cannot be expressed in quantitative terms, the safety assessment may rely on operational judgment.</i>	Organisation requirements for ANSPs							
2.28.1 11-0000046 450 Chapter 2 Std.	Common reference section Horizontal reference section World Geodetic System – 1984 (WGS-84) shall be used as the horizontal (geodetic) reference system for air navigation. Reported aeronautical geographical coordinates (indicating latitude and longitude) shall be expressed in terms of the WGS-84 geodetic reference datum.	Airspace design/Part-ATS							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<i>Note.— Comprehensive guidance material concerning WGS-84 is contained in the World Geodetic System — 1984 (WGS-84) Manual (Doc 9674).</i>	Airspace design/Part-ATS							Still under discussion
2.28.2 11-0000046 500 Chapter 2 Std.	Vertical reference system Mean sea level (MSL) datum, which gives the relationship of gravity-related height (elevation) to a surface known as the geoid, shall be used as the vertical reference system for air navigation.	Airspace design/Part-ATS							Still under discussion
	<i>Note.— The geoid globally most closely approximates MSL. It is defined as the equipotential surface in the gravity field of the Earth which coincides with the undisturbed MSL extended continuously through the continents.</i>	Airspace design/Part-ATS							Still under discussion
2.28.3.1 11-0000046 550 Chapter 2 Std.	Temporal reference system The Gregorian calendar and Coordinated Universal Time (UTC) shall be used as the temporal reference systems for air navigation.	Airspace design/Part-ATS							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

2.28.3.2 11-000046 570 Chapter 2 Std.	When a different temporal reference system is used, this shall be indicated in GEN 2.1.2 of Aeronautical Information Publication (AIP).	Airspace design/Part-ATS							Still under discussion
2.29.1 11-000046 600 Chapter 2 Std.	Language proficiency An air traffic services provider shall ensure that air traffic controllers speak and understand the language(s) used for radiotelephony communications as specified in Annex 1.	EASA Opinion No 03/3010							
2.29.2 11-000046 800 Chapter 2 Std.	Except when communications between air traffic control units are conducted in a mutually agreed language, the English language shall be used for such communications.	ATCO Licensing Implementing Rules							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

2.30	Contingency arrangements								
11-0000047000	Air traffic services authorities shall develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.	SES Regulation EC 2096/2005 – Common Requirements Annex 1. EASA Opinion No 02/2010							
Chapter 2 Std.									
	<i>Note 1.— Guidance material relating to the development, promulgation and implementation of contingency plans is contained in Attachment C.</i> <i>Note 2.— Contingency plans may constitute a temporary deviation from the approved regional air navigation plans; such deviations are approved, as necessary, by the President of the ICAO Council on behalf of the Council.</i>	Organisation requirements for ANSPs							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										
3.1 11-0000047 200 Chapter 3 Std.	CHAPTER 3. AIR TRAFFIC CONTROL SERVICE Application Air traffic control service shall be provided: a) to all IFR flights in airspace Classes A, B, C, D and E; b) to all VFR flights in airspace Classes B, C and D; c) to all special VFR flights; d) to all aerodrome traffic at controlled aerodromes.	SERA	1			2	2.1			Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

3.2 11-0000047 400 Chapter 3 Std.	<p>Provision of air traffic control service</p> <p>The parts of air traffic control service described in 2.3.1 shall be provided by the various units as follows:</p> <p>a) Area control service:</p> <ol style="list-style-type: none"> 1) by an area control centre; or 2) by the unit providing approach control service in a control zone or in a control area of limited extent which is designated primarily for the provision of approach control service and where no area control centre is established. <p>b) Approach control service:</p> <ol style="list-style-type: none"> 1) by an aerodrome control tower or area control centre when it is necessary or desirable to combine under the responsibility of one unit the functions of the approach control service with those of the aerodrome control service or the area control service; 2) by an approach control unit when it is necessary or desirable to establish a separate unit. <p>c) Aerodrome control service: by an aerodrome control tower.</p>	Part-ATS							
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<i>Note.— The task of providing specified services on the apron, e.g. apron management service, may be assigned to an aerodrome control tower or to a separate unit.</i>	Part-ATS							
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

3.3.1 11-0000047 600 Chapter 3 Std.	<p>Operation of air traffic control service</p> <p>In order to provide air traffic control service, an air traffic control unit shall:</p> <p>a) be provided with information on the intended movement of each aircraft, or variations therefrom, and with current information on the actual progress of each aircraft;</p> <p>b) determine from the information received, the relative positions of known aircraft to each other;</p> <p>c) issue clearances and information for the purpose of preventing collision between aircraft under its control and of expediting and maintaining an orderly flow of traffic;</p> <p>d) coordinate clearances as necessary with other units:</p> <p>1) whenever an aircraft might otherwise conflict with traffic operated under the control of such other units;</p> <p>2) before transferring control of an aircraft to such other units.</p>	SERA	No			1	2.2			Part B
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

3.3.2 11-000047800 Chapter 3 Std.	Information on aircraft movements, together with a record of air traffic control clearances issued to such aircraft, shall be so displayed as to permit ready analysis in order to maintain an efficient flow of air traffic with adequate separation between aircraft.	Part-ATS							
3.3.3 11-000047900 Chapter 3 Rec.	Air traffic control units should be equipped with devices that record background communication and the aural environment at air traffic controller work stations, capable of retaining the information recorded during at least the last twenty-four hours of operation.	Part-ATS							
	<i>Note.— Provisions related to the non-disclosure of recordings and transcripts of recordings from air traffic control units are contained in Annex 13, 5.12.</i>	Part-ATS							Cross reference

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									
3.3.4 11-0000048 000 Chapter 3 Std.	Clearances issued by air traffic control units shall provide separation: a) between all flights in airspace Classes A and B; b) between IFR flights in airspace Classes C, D and E; c) between IFR flights and VFR flights in airspace Class C; d) between IFR flights and special VFR flights; e) between special VFR flights when so prescribed by the appropriate ATS authority, except that, when requested by an aircraft and if so prescribed by the appropriate ATS authority for the cases listed under b) above in airspace Classes D and E, a flight may be cleared without separation being so provided in respect of a specific portion of the flight conducted in visual meteorological conditions.	SERA	4	2		3	2.2.2		Part B In point e <i>'when so prescribed by the appropriate ATS authority'</i> is replaced by <i>'unless otherwise prescribed by the competent authority'</i>

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

3.3.5 11-0000048 200 Chapter 3 Std.	<p>Separation by an air traffic control unit shall be obtained by at least one of the following:</p> <p>a) vertical separation, obtained by assigning different levels selected from:</p> <ol style="list-style-type: none"> 1) the appropriate table of cruising levels in Appendix 3 of Annex 2, or 2) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of Annex 2 for flight above FL 410, <p>except that the correlation of levels to track as prescribed therein shall not apply whenever otherwise indicated in appropriate aeronautical information publications or air traffic control clearances;</p> <p>b) horizontal separation, obtained by providing:</p> <ol style="list-style-type: none"> 1) longitudinal separation, by maintaining an interval between aircraft operating along the same, converging or reciprocal tracks, expressed in time or distance; or 2) lateral separation, by maintaining aircraft on different routes or in different geographical areas; <p>c) composite separation, consisting of a combination of vertical separation and one of the other forms of separation contained in b)</p> <p>lower than, but not less than half of, those used for each of the combined elements when applied individually. Composite separation shall only be</p> 	SERA	1			1	2.2.3		<p>Part B</p> <p>In point a) 'Appendix 3 of Annex 2' is replaced by the proper EU legislation reference; In point b) composite separation is removed</p>
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

	<i>Note.— Guidance material relating to the implementation of composite lateral/vertical separation is contained in the Air Traffic Services Planning Manual (Doc 9426).</i>								Cross reference Still under discussion
3.3.5.1 11-000048 250 Chapter 3 Std.	For all airspace where a reduced vertical separation minimum of 300m (1000 ft) is applied between FL 290 and FM 410 inclusive, a programme shall be instituted, on a regional basis, for monitoring the height-keeping performance of aircraft operating at these levels, in order to ensure that the implementation and continued application of this vertical separation minimum meets the safety objectives. The coverage of the height-monitoring facilities provided under this programme shall be adequate to permit monitoring of the relevant aircraft types of all operators who operate in RVSM airspace.	Requirements for competent authorities							RVSM Monitoring instituted, Eurocontrol being the monitoring agency.
3.3.5.2 11-000048 300 Chapter 3 Std.	Arrangements shall be put into place, through inter-regional agreement, for the sharing between regions of data from monitoring programmes.	? Requirements for competent authorities							RVSM Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

3.4.1	Separation minima	SERA		Yes				2.3		Part B
11-0000048 400	The selection of separation minima for application within a given portion of airspace shall be as follows:									The selection of the minima shall be done by the 'competent authorities'. The Commission shall propose measures with regards to the selection of minima.
Chapter 3 Std.	a) the separation minima shall be selected from those prescribed by the provisions of the PANS-ATM and the Regional Supplementary Procedures as applicable under the prevailing circumstances except that, where types of aids are used or circumstances prevail which are not covered by current ICAO provisions, other separation minima shall be established as necessary by: <ul style="list-style-type: none"> 1) the appropriate ATS authority, following consultation with operators, for routes or portions of routes contained within the sovereign airspace of a State; 2) regional air navigation agreements for routes or portions of routes contained within airspace over the high seas or over areas of undetermined sovereignty. 									
	<i>Note.— Details of current separation minima prescribed by ICAO are contained in the PANS-ATM (Doc 4444) and Part 1 of the Regional Supplementary Procedures (Doc 7030).</i>									Cross reference

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

	<p>b) the selection of separation minima shall be made in consultation between the appropriate ATS authorities responsible for the provision of air traffic services in neighbouring airspace when:</p> <p>1) traffic will pass from one into the other of the neighbouring airspaces;</p> <p>2) routes are closer to the common boundary of the neighbouring airspaces than the separation minima applicable in the circumstances.</p>	SERA		Yes			2.3			Part B See above comment
	<i>Note.— The purpose of this provision is to ensure, in the first case, compatibility on both sides of the line of transfer of traffic, and, in the other case, adequate separation between aircraft operating on both sides of the common boundary.</i>	SERA							GM	
3.4.2 11-0000048 600 Chapter 3 Std.	<p>Details of the selected separation minima and of their areas of application shall be notified:</p> <p>a) to the ATS units concerned; and</p> <p>b) to pilots and operators through aeronautical information publications, where separation is based on the use by aircraft of specified navigation aids or specified navigation techniques.</p>	SERA	No				2.3.2			Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

3.5.1 Std	3.5.1 Responsibility for control of individual flights A controlled flight shall be under the control of only one air traffic control unit at any given time.	Part-ATS							
3.5.2 11-0000049 000 Chapter 3 Std.	Responsibility for control within a given block of airspace Responsibility for the control of all aircraft operating within a given block of airspace shall be vested in a single air traffic control unit. However, control of an aircraft or groups of aircraft may be delegated to other air traffic control units provided that coordination between all air traffic control units concerned is assured.	Part-ATS							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

3.6.1.1 11-0000049 200 Chapter 3 Std.	<p>Transfer of responsibility for control</p> <p>Place or time of transfer</p> <p>The responsibility for the control of an aircraft shall be transferred from one air traffic control unit to another as follows:</p> <p>Between two units providing area control service. The responsibility for the control of an aircraft shall be transferred from a unit providing area control service in a control area to the unit providing area control service in an adjacent control area at the time of crossing the common control area boundary as estimated by the area control centre having control of the aircraft or at such other point or time as has been agreed between the two units.</p>	Part-ATS							
3.6.1.2 11-0000049 400 Chapter 3 Std.	<p>Between a unit providing area control service and a unit providing approach control service. The responsibility for the control of an aircraft shall be transferred from a unit providing area control service to a unit providing approach control service, and vice versa, at a point or time agreed between the two units.</p>	Part-ATS							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

3.6.1.3.1 11-000049 600 Chapter 3 Std.	<p>Between a unit providing approach control service and an aerodrome control tower</p> <p>Arriving aircraft. The responsibility for the control of an arriving aircraft shall be transferred from the unit providing approach control service to the aerodrome control tower, when the aircraft:</p> <p>a) is in the vicinity of the aerodrome, and:</p> <p>1) it is considered that approach and landing will be completed in visual reference to the ground, or</p> <p>2) it has reached uninterrupted visual meteorological conditions, or</p> <p>b) is at a prescribed point or level, as specified in letters of agreement or ATS unit instructions; or</p> <p>c) has landed.</p>	Part-ATS							
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<i>Note.— Even though there is an approach control unit, control of certain flights may be transferred directly from an area control centre to an aerodrome control tower and vice versa, by prior arrangement between the units concerned for the relevant part of approach control service to be provided by the area control centre or the aerodrome control tower, as applicable.</i>	Part-ATS							
3.6.1.3.2 11-000049800 Chapter 3 Std.	<p>Departing aircraft. The responsibility for control of a departing aircraft shall be transferred from the aerodrome control tower to the unit providing approach control service:</p> <p>a) when visual meteorological conditions prevail in the vicinity of the aerodrome:</p> <ol style="list-style-type: none"> 1) prior to the time the aircraft leaves the vicinity of the aerodrome, or 2) prior to the aircraft entering instrument meteorological conditions, or 3) at a prescribed point or level, as specified in letters of agreement or ATS unit instructions; <p>b) when instrument meteorological conditions prevail at the aerodrome:</p> <ol style="list-style-type: none"> 1) immediately after the aircraft is airborne, or 2) at a prescribed point or level, as specified in letters of agreement or ATS unit instructions. 	Part-ATS							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<i>Note.— See Note following 3.6.1.3.1.</i>	Nil							Cross reference
3.6.1.4 11-0000050000 Chapter 3 Std.	Between control sectors/positions within the same air traffic control unit The responsibility for control of an aircraft shall be transferred from one control sector/position to another control sector/ position within the same air traffic control unit at a point, level or time, as specified in ATS unit instructions.	Part-ATS							
3.6.2.1 11-0000050200 Chapter 3 Std.	Coordination of transfer Responsibility for control of an aircraft shall not be transferred from one air traffic control unit to another without the consent of the accepting control unit, which shall be obtained in accordance with 3.6.2.2, 3.6.2.2.1, 3.6.2.2.2 and 3.6.2.3.	Part-ATS							
3.6.2.2 11-0000050400 Chapter 3 Std.	The transferring control unit shall communicate to the accepting control unit the appropriate parts of the current flight plan and any control information pertinent to the transfer requested.	Part-ATS							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

3.6.2.2.1 11-0000050 600 Chapter 3 Std.	Where transfer of control is to be effected using radar or ADS-B data, the control information pertinent to the transfer shall include information regarding the position and, if required, the track and speed of the aircraft, as observed by radar or ADS-B immediately prior to the transfer.	Part-ATS							
3.6.2.2.2 11-0000050 800 Chapter 3 Std.	Where transfer of control is to be effected using ADS-C data, the control information pertinent to the transfer shall include the four-dimensional position and other information as necessary.	Part-ATS							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

3.6.2.3 11-0000051000 Chapter 3 Std.	The accepting control unit shall: a) indicate its ability to accept control of the aircraft on the terms specified by the transferring control unit, unless by prior agreement between the two units concerned, the absence of any such indication is understood to signify acceptance of the terms specified, or indicate any necessary changes thereto; and b) specify any other information or clearance for a subsequent portion of the flight, which it requires the aircraft to have at the time of transfer.	Part-ATS							
3.6.2.4 11-0000051200 Chapter 3 Std.	The accepting control unit shall notify the transferring control unit when it has established two-way voice and/ or data link communications with and assumed control of the aircraft concerned, unless otherwise specified by agreement between the two control units concerned.	Part-ATS							

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	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

3.6.2.5 11-0000051 400 Chapter 3 Std.	Applicable coordination procedures, including transfer of control points, shall be specified in letters of agreement and ATS unit instructions as appropriate.	Part-ATS							
3.7 11-0000051 600 Chapter 3 Std.	Air traffic control clearances Air traffic control clearances shall be based solely on the requirements for providing air traffic control service.	SERA	No				2.4.1		Part B
3.7.1.1 11-0000051 800 Chapter 3 Std.	Contents of clearances An air traffic control clearance shall indicate: a) aircraft identification as shown in the flight plan; b) clearance limit; c) route of flight; d) level(s) of flight for the entire route or part thereof and changes of levels if required;	SERA	No				2.4.2		Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<i>Note.— If the clearance for the levels covers only part of the route, it is important for the air traffic control unit to specify a point to which the part of the clearance regarding levels applies whenever necessary to ensure compliance with 3.6.5.2.2 a) of Annex 2.</i>	SERA						GM	
	e) any necessary instructions or information on other matters such as approach or departure manoeuvres, communications and the time of expiry of the clearance.	SERA				2.4.2			Part B
	<i>Note.— The time of expiry of the clearance indicates the time after which the clearance will be automatically cancelled if the flight has not been commenced.</i>	SERA						GM	
3.7.1.2 11-0000052 000 Chapter 3 Rec.	Standard departure and arrival routes and associated procedures should be established when necessary to facilitate: a) the safe, orderly and expeditious flow of air traffic; b) the description of the route and procedure in air traffic control clearances.	SERA							Still under discussion
	<i>Note.— Material relating to the establishment of standard departure and arrival routes and associated procedures is contained in the Air Traffic Services Planning Manual (Doc 9426). The design criteria are contained in PANS-OPS, Volume II (Doc 8168).</i>	Nil							Cross reference

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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3.7.2.1 11-0000052 200 Chapter 3 Std.	Clearances for transonic flight The air traffic control clearance relating to the transonic acceleration phase of a supersonic flight shall extend at least to the end of that phase.	SERA	No				2.4.3 .1			Part B
3.7.2.2 11-0000052 400 Chapter 3 Rec.	The air traffic control clearance relating to the deceleration and descent of an aircraft from supersonic cruise to subsonic flight should provide for uninterrupted descent, at least during the transonic phase.	SERA	No				2.4.3 .2			Part B

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	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
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3.7.3.1 11-0000052 600 Chapter 3 Std.	Read-back of clearances and safety-related information The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: a) ATC route clearances; b) clearances and instructions to enter, land on, take off from, hold short of, cross and backtrack on any runway; and c) runway-in-use, altimeter settings, SSR codes, level instructions, heading and speed instructions and, whether issued by the controller or contained in ATIS broadcasts, transition levels.	SERA	No			3	2.4.4 .1			Part B
3.7.3.1.1 11-0000052 800 Chapter 3 Std.	Other clearances or instructions, including conditional clearances, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.	SERA	No				2.4.4 .1.1			Part B

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	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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3.7.3.1.2 11-0000053000 Chapter 3 Std.	The controller shall listen to the read-back to ascertain that the clearance or instruction has been correctly acknowledged by the flight crew and shall take immediate action to correct any discrepancies revealed by the read-back.	SERA	No				2.4.4 .1.2			Part B
3.7.3.2 11-0000053200 Chapter 3 Std.	Unless specified by the appropriate ATS authority, voice read-back of CPDLC messages shall not be required.	SERA					IR 2.4.4 .2			The 'appropriate authority' replaced by 'competent authority'
	<i>Note.— The procedures and provisions relating to the exchange and acknowledgement of CPDLC messages are contained in Annex 10, Volume II, and PANS-ATM, Chapter 14.</i>	Nil								Cross reference

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

3.7.4.1 11-0000053 400 Chapter 3 Std.	<p>Coordination of clearances</p> <p>An air traffic control clearance shall be coordinated between air traffic control units to cover the entire route of an aircraft or a specified portion thereof as follows:</p> <p>An aircraft shall be cleared for the entire route to the aerodrome of first intended landing:</p> <p>a) when it has been possible, prior to departure, to coordinate the clearance between all the units under whose control the aircraft will come; or</p> <p>b) when there is reasonable assurance that prior coordination will be effected between those units under whose control the aircraft will subsequently come.</p>	SERA	No				2.4.5			Part B
	<i>Note.— Where a clearance is issued covering the initial part of the flight solely as a means of expediting departing traffic, the succeeding en-route clearance will be as specified above even though the aerodrome of first intended landing is under the jurisdiction of an area control centre other than the one issuing the en-route clearance.</i>	SERA								Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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3.7.4.2 11-0000053 600 Chapter 3 Std.	When coordination as in 3.7.4.1 has not been achieved or is not anticipated, the aircraft shall be cleared only to that point where coordination is reasonably assured; prior to reaching such point, or at such point, the aircraft shall receive further clearance, holding instructions being issued as appropriate.	SERA	No				2.4.5 .2			Part B
3.7.4.2.1 11-0000053 800 Chapter 3 Std.	When prescribed by the appropriate ATS authority, aircraft shall contact a downstream air traffic control unit, for the purpose of receiving a downstream clearance prior to the transfer of control point.	SERA	No 1				2.4.5 .2.1			Part B
3.7.4.2.1.1 11-0000054 000 Chapter 3 Std.	Aircraft shall maintain the necessary two-way communication with the current air traffic control unit whilst obtaining a downstream clearance.	SERA	No				2.4.5 .2.1. 1			Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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3.7.4.2.1.2 11-0000054200 Chapter 3 Std.	A clearance issued as a downstream clearance shall be clearly identifiable as such to the pilot.	SERA	No				2.4.5 .2.1. 2			Part B
3.7.4.2.1.3 11-0000054400 Chapter 3 Std.	Unless coordinated, downstream clearances shall not affect the aircraft's original flight profile in any airspace, other than that of the air traffic control unit responsible for the delivery of the downstream clearance.	SERA	No				2.4.5 .2.1. 3			Part B
	<i>Note.— Requirements relating to the application of downstream clearance delivery service are specified in Annex 10, Volume II. Guidance material is contained in the Manual of Air Traffic Services Data Link Applications (Doc 9694).</i>	Nil								Cross reference

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

3.7.4.2.1.4 11-0000054600 Chapter 3 Rec.	Where practicable, and where data link communications are used to facilitate downstream clearance delivery, two-way voice communications between the pilot and the air traffic control unit providing the downstream clearance should be available.	SERA							Still under discussion
3.7.4.3 11-0000054800 Chapter 3 Std.	When an aircraft intends to depart from an aerodrome within a control area to enter another control area within a period of thirty minutes, or such other specific period of time as has been agreed between the area control centres concerned, coordination with the subsequent area control centre shall be effected prior to issuance of the departure clearance.	SERA	No				2.4.5.3		Part B
3.7.4.4 11-0000055000 Chapter 3 Std.	When an aircraft intends to leave a control area for flight outside controlled airspace, and will subsequently re-enter the same or another control area, a clearance from point of departure to the aerodrome of first intended landing may be issued. Such clearance or revisions thereto shall apply only to those portions of the flight conducted within controlled airspace.	SERA	No				2.4.5.3		Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

3.7.5.1 11-0000055 200 Chapter 3 Std.	Air traffic flow management Air traffic flow management (ATFM) shall be implemented for airspace where air traffic demand at times exceeds, or is expected to exceed, the declared capacity of the air traffic control services concerned.	ATFM							
3.7.5.2 11-0000055 400 Chapter 3 Rec.	ATFM should be implemented on the basis of regional air navigation agreements or, if appropriate, through multilateral agreements. Such agreements should make provision for common procedures and common methods of capacity determination.	ATFM							
3.7.5.3 11-0000055 600 Chapter 3 Std.	When it becomes apparent to an ATC unit that traffic additional to that already accepted cannot be accommodated within a given period of time at a particular location or in a particular area, or can only be accommodated at a given rate, that unit shall so advise the ATFM unit, when such is established, as well as, when appropriate, ATS units concerned. Flight crews of aircraft destined to the location or area in question and operators concerned shall also be advised of the delays expected or the restrictions that will be applied.	ATFM							

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	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<i>Note.— Operators concerned will normally be advised, in advance where possible, of restrictions imposed by the air traffic flow management unit when such is established.</i>	ATFM							
3.8.1 11-0000055 800 Chapter 3 Std.	Control of persons and vehicles at aerodromes The movement of persons or vehicles including towed aircraft on the manoeuvring area of an aerodrome shall be controlled by the aerodrome control tower as necessary to avoid hazard to them or to aircraft landing, taxiing or taking off.	SERA	No			1	2.5		Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

3.8.2 11-0000056 000 Chapter 3 Std.	In conditions where low visibility procedures are in operation: a) persons and vehicles operating on the manoeuvring area of an aerodrome shall be restricted to the essential minimum, and particular regard shall be given to the requirements to protect the ILS/MLS sensitive area(s) when Category II or Category III precision instrument operations are in progress; b) subject to the provisions in 3.8.3, the minimum separation between vehicles and taxiing aircraft shall be as prescribed by the appropriate ATS authority taking into account the aids available; c) when mixed ILS and MLS Category II or Category III precision instrument operations are taking place to the same runway continuously, the more restrictive ILS or MLS critical and sensitive areas shall be protected.	SERA	No				2.5.2			Part B
	<i>Note.— The period of application of low visibility procedures is determined in accordance with ATS unit instructions. Guidance on low visibility operations on an aerodrome is contained in the Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476).</i>	SERA								Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

3.8.3 11-0000056 200 Chapter 3 Std.	Emergency vehicles proceeding to the assistance of an aircraft in distress shall be afforded priority over all other surface movement traffic.	SERA	No			1	2.5.3			Part B
3.8.4 11-0000056 400 Chapter 3 Std.	Subject to the provisions in 3.8.3, vehicles on the manoeuvring area shall be required to comply with the following rules: a) vehicles and vehicles towing aircraft shall give way to aircraft which are landing, taking off or taxiing; b) vehicles shall give way to other vehicles towing aircraft; c) vehicles shall give way to other vehicles in accordance with ATS unit instructions; d) notwithstanding the provisions of a), b) and c), vehicles and vehicles towing aircraft shall comply with instructions issued by the aerodrome control tower.	SERA	No				2.5.4			Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

3.9 11-0000056 600 Chapter 3 Rec.	Provision of radar and ADS-B Radar and ADS-B ground systems should provide for the display of safety-related alerts and warnings, including conflict alert, conflict prediction, minimum safe altitude warning and unintentionally duplicated SSR codes.	Part-ATS							
3.10 11-0000056 700 Chapter 3 Rec.	Use of surface movement radar (SMR) In the absence of visual observation of all or part of the manoeuvring area or to supplement visual observation, surface movement radar (SMR) provided in accordance with the provisions of Annex 14 Volume I, or other suitable surveillance equipment, should be utilized to: a) monitor the movements of aircraft and vehicles on the manoeuvring area; b) provide directional information to pilots and vehicle drivers as necessary; and c) provide advice and assistance for the safe and efficient movement of aircraft and vehicles on the manoeuvring area.	Part-ATS							

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	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

	<i>Note.— See the Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476), the Advanced-Surface Movement Guidance and Control Systems (A-SMGCS) Manual (Doc 9830) and the Air Traffic Services Planning Manual (Doc 9426) for guidance on the use of SMR.</i>	Part-ATS							Cross reference
4.1.1 11-0000056 800 Chapter 4 Std.	CHAPTER 4. FLIGHT INFORMATION SERVICE Application Flight information service shall be provided to all aircraft which are likely to be affected by the information and which are: a) provided with air traffic control service; or b) otherwise known to the relevant air traffic services units.	SERA	No				3.1		Part B
	<i>Note.— Flight information service does not relieve the pilot-in-command of an aircraft of any responsibilities and the pilot-in-command has to make the final decision regarding any suggested alteration of flight plan.</i>	SERA		Yes			3.1.2		Part B Appears to be stronger than just a note

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

4.1.2 11-0000057 000 Chapter 4 Std.	Where air traffic services units provide both flight information service and air traffic control service, the provision of air traffic control service shall have precedence over the provision of flight information service whenever the provision of air traffic control service so requires.	SERA	No				3.1.3			Part B
	<i>Note.— It is recognized that in certain circumstances aircraft on final approach, landing, take-off and climb may require to receive without delay essential information other than that pertaining to the provision of air traffic control service.</i>	SERA								Still under discussion.

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	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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4.2.1 11-0000057 200 Chapter 4 Std.	<p>Scope of flight information service</p> <p>Flight information service shall include the provision of pertinent:</p> <p>a) SIGMET and AIRMET information;</p> <p>b) information concerning pre-eruption volcanic activity, volcanic eruptions and volcanic ash clouds;</p> <p>c) information concerning the release into the atmosphere of radioactive materials or toxic chemicals;</p> <p>d) information on changes in the availability of radio navigation services;</p> <p>e) information on changes in condition of aerodromes and associated facilities, including information on the state of the aerodrome movement areas when they are affected by snow, ice or significant depth of water;</p> <p>f) information on unmanned free balloons;</p> <p>and of any other information likely to affect safety.</p>	SERA	No			1	3.2		Part B
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

4.2.2 11-000057 400 Chapter 4 Std.	Flight information service provided to flights shall include, in addition to that outlined in 4.2.1, the provision of information concerning: a) weather conditions reported or forecast at departure, destination and alternate aerodromes; b) collision hazards, to aircraft operating in airspace Classes C, D, E, F and G; c) for flight over water areas, in so far as practicable and when requested by a pilot, any available information such as radio call sign, position, true track, speed, etc., of surface vessels in the area.	SERA	7 No	1		1	3.2.2			Part B
	<i>Note 1.— The information in b), including only known aircraft the presence of which might constitute a collision hazard to the aircraft informed, will sometimes be incomplete and air traffic services cannot assume responsibility for its issuance at all times or for its accuracy.</i>	SERA								Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<i>Note 2.— When there is a need to supplement collision hazard information provided in compliance with b), or in case of temporary disruption of flight information service, traffic information broadcasts by aircraft may be applied in designated airspaces. Guidance on traffic information broadcasts by aircraft and related operating procedures is contained in Attachment B.</i>	Organisation requirements for ANSPs							TIBA is generally seen as a contingency measure, to be included in contingency plans.
4.2.3 11-0000057 600 Chapter 4 Rec.	ATS units should transmit, as soon as practicable, special air-reports to other aircraft concerned, to the associated meteorological office, and to other ATS units concerned. Transmissions to aircraft should be continued for a period to be determined by agreement between the meteorological and air traffic services authorities concerned.	SERA							Still under discussion
4.2.4 11-0000057 800 Chapter 4 Std.	Flight information service provided to VFR flights shall include, in addition to that outlined in 4.2.1, the provision of available information concerning traffic and weather conditions along the route of flight that are likely to make operation under the visual flight rules impracticable.	SERA	No				3.2.3		Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

4.3.1.1 11-0000058 000 Chapter 4 Std.	Operational flight information service broadcasts Application The meteorological information and operational information concerning radio navigation services and aerodromes included in the flight information service shall, whenever available, be provided in an operationally integrated form.	Part-ATS							
4.3.1.2 11-0000058 200 Chapter 4 Rec.	Where integrated operational flight information messages are to be transmitted to aircraft, they should be transmitted with the content and, where specified, in the sequence indicated, for the various phases of flight.	Part-ATS							
4.3.1.3 11-0000058 400 Chapter 4 Rec.	Operational flight information service broadcasts, when provided, should consist of messages containing integrated information regarding selected operational and meteorological elements appropriate to the various phases of flight. These broadcasts should be of three major types, i.e. HF, VHF and ATIS.	Part-ATS							

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	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

4.3.1.4 11-0000064 400 Chapter 4 Std.	Use of the OFIS messages in directed request/reply transmissions When requested by the pilot, the applicable OFIS message(s) shall be transmitted by the appropriate ATS unit.	Nil				Yes				Considered not applicable in EU
4.3.2.1 11-0000058 600 Chapter 4 Rec.	HF operational flight information service (OFIS) broadcasts HF operational flight information service (OFIS) broadcasts should be provided when it has been determined by regional air navigation agreements that a requirement exists.	Nil				Yes				Considered not applicable in EU

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	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

4.3.2.2 11-0000058 800 Chapter 4 Rec.	Whenever such broadcasts are provided: a) the information should be in accordance with 4.3.2.5, as applicable, subject to regional air navigation agreements; b) the aerodromes for which reports and forecasts are to be included should be as determined by regional air navigation agreements; c) the time-sequencing of stations participating in the broadcast should be as determined by regional air navigation agreements; d) the HF OFIS broadcast message should take into consideration human performance. The broadcast message should not exceed the length of time allocated for it by regional air navigation agreements, care being taken that the readability is not impaired by the speed of the transmission; e) each aerodrome message should be identified by the name of the aerodrome to which the information applies; f) when information has not been received in time for a broadcast, the latest available information should be included together with the time of that observation; g) the full broadcast message should be repeated if this is feasible within the remainder of the time allotted to the broadcasting station;	Part-ATS or Nil							Still under discussion
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<p>h) the broadcast information should be updated immediately a significant change occurs; and</p> <p>i) the HF OFIS message should be prepared and disseminated by the most appropriate unit(s) as designated by each State.</p>								
4.3.2.3 11-0000059000 Chapter 4 Rec.	Pending the development and adoption of a more suitable form of speech for universal use in aeronautical radiotelephony communications, HF OFIS broadcasts concerning aerodromes designated for use by international air services should be available in the English language.	Part-ATS or Nil							Still under discussion
4.3.2.4 11-0000059200 Chapter 4 Rec.	Where HF OFIS broadcasts are available in more than one language, a discrete channel should be used for each language.	Part-ATS or Nil							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

4.3.2.5 11-0000059 400 Chapter 4 Rec.	<p>HF operational flight information service broadcast messages should contain the following information in the sequence indicated or as determined by regional air navigation agreements:</p> <p>a) En-route weather information Information on significant en-route weather phenomena should be in the form of available SIGMET as prescribed in Annex 3.</p> <p>b) Aerodrome information including:</p> <ol style="list-style-type: none"> 1) name of aerodrome; 2) time of observation; 3) essential operational information; 4) surface wind direction and speed; if appropriate, maximum wind speed; *5) visibility and, when applicable, runway visual range (RVR); *6) present weather; *7) cloud below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available; and 8) aerodrome forecast. 	Part-ATS or Nil							Still under discussion
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference				IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance	Less protective or partially implemented or not implemented				
Annex Standard or Recommended Practice										
4.3.3.1 11-0000059 600 Chapter 4 Rec.	VHF operational flight information service (OFIS) broadcasts VHF operational flight information service broadcasts should be provided as determined by regional air navigation agreements.	Part-ATS or Nil							Still under discussion	

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

4.3.3.2 11-0000059 800 Chapter 4 Rec.	Whenever such broadcasts are provided: a) the aerodromes for which reports and forecasts are to be included should be as determined by regional air navigation agreements; b) each aerodrome message should be identified by the name of the aerodrome to which the information applies; c) when information has not been received in time for a broadcast, the latest available information should be included together with the time of that observation; d) the broadcasts should be continuous and repetitive; e) The VHF OFIS broadcast message should take into consideration human performance. The broadcast message should, whenever practicable, not exceed five minutes, care being taken that the readability is not impaired by the speed of the transmission; f) the broadcast message should be updated on a scheduled basis as determined by regional air navigation agreements. In addition it should be expeditiously updated immediately a significant change occurs; and g) the VHF OFIS message should be prepared and disseminated by the most appropriate unit(s) as designated by each State.	Part-ATS or Nil							Still under discussion
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

4.3.3.3 11-000060000 Chapter 4 Rec.	Pending the development and adoption of a more suitable form of speech for universal use in aeronautical radiotelephony communications, VHF OFIS broadcasts concerning aerodromes designated for use by international air services should be available in the English language.	Part-ATS or Nil							Still under discussion
4.3.3.4 11-000060200 Chapter 4 Rec.	Where VHF OFIS broadcasts are available in more than one language, a discrete channel should be used for each language.	Part-ATS or Nil							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

4.3.3.5 11-0000060 400 Chapter 4 Rec.	VHF operational flight information service broadcast messages should contain the following information in the sequence indicated: a) name of aerodrome; b) time of observation; c) landing runway; d) significant runway surface conditions and, if appropriate, braking action; e) changes in the operational state of the radio navigation services, if appropriate; f) holding delay, if appropriate; g) surface wind direction and speed; if appropriate, maximum wind speed; *h) visibility and, when applicable, runway visual range (RVR); *i) present weather; *j) cloud below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility, when available; †k) air temperature; †l) dew point temperature; †m) QNH altimeter setting; n) supplementary information on recent weather of operational significance and, where necessary, wind shear; o) trend forecast, when available; and p) notice of current SIGMET messages	Part-ATS or Nil							Still under discussion
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

4.3.4.1 11-0000060 600 Chapter 4 Std.	<p>Voice-automatic terminal information service (Voice-ATS) broadcasts</p> <p>Voice-automatic terminal information service (Voice-ATIS) broadcasts shall be provided at aerodromes where there is a requirement to reduce the communication load on the ATS VHF air-ground communication channels. When provided, they shall comprise:</p> <p>a) one broadcast serving arriving aircraft; or</p> <p>b) one broadcast serving departing aircraft; or</p> <p>c) one broadcast serving both arriving and departing aircraft; or</p> <p>d) two broadcasts serving arriving and departing aircraft respectively at those aerodromes where the length of a broadcast serving both arriving and departing aircraft would be excessively long.</p>	Part-ATS							
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

4.3.4.2 11-0000060800 Chapter 4 Std.	A discrete VHF frequency shall, whenever practicable, be used for Voice-ATIS broadcasts. If a discrete frequency is not available, the transmission may be made on the voice channel(s) of the most appropriate terminal navigation aid(s), preferably a VOR, provided the range and readability are adequate and the identification of the navigation aid is sequenced with the broadcast so that the latter is not obliterated.	Part-ATS							
4.3.4.3 11-0000061000 Chapter 4 Std.	Voice-ATIS broadcasts shall not be transmitted on the voice channel of an ILS.	Part-ATS							
4.3.4.4 11-0000061200 Chapter 4 Std.	Whenever Voice-ATIS is provided, the broadcast shall be continuous and repetitive.	Part-ATS							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

4.3.4.5 11-0000061 400 Chapter 4 Std.	The information contained in the current broadcast shall immediately be made known to the ATS unit(s) concerned with the provision to aircraft of information relating to approach, landing and take-off, whenever the message has not been prepared by that (those) unit(s).	Part-ATS							
	<i>Note.— The requirements for the provision of ATIS that applies to both Voice-ATIS and D-ATIS are contained in 4.3.6 below.</i>	Part-ATS							Cross reference
4.3.4.6 11-0000061 600 Chapter 4 Std.	Voice-ATIS broadcasts provided at designated aerodromes for use by international air services shall be available in the English language as a minimum.	Part-ATS							
4.3.4.7 11-0000061 800 Chapter 4 Rec.	Where Voice-ATIS broadcasts are available in more than one language, a discrete channel should be used for each language.	Part-ATS							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

4.3.4.8 11-0000062 000 Chapter 4 Rec.	The Voice-ATIS broadcast message should, whenever practicable, not exceed 30 seconds, care being taken that the readability of the ATIS message is not impaired by the speed of the transmission or by the identification signal of a navigation aid used for transmission of ATIS. The ATIS broadcast message should take into consideration human performance.	Part-ATS							
	<i>Note.— Guidance material on human performance can be found in the Human Factors Training Manual (Doc 9683).</i>	Part-ATS							Cross reference
4.3.5.1 11-0000062 200 Chapter 4 Std.	Data link-automatic terminal information service (D-ATIS) Where a D-ATIS supplements the existing availability of Voice-ATIS, the information shall be identical in both content and format to the applicable Voice-ATIS broadcast.	Part-ATS							
4.3.5.1.1 11-0000062 400 Chapter 4 Std.	Where real-time meteorological information is included but the data remains within the parameters of the significant change criteria, the content, for the purpose of maintaining the same designator, shall be considered identical.	Part-ATS							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

	<i>Note.— Significant change criteria are specified in 2.3.2 of Appendix 3 to Annex 3.</i>	Part-ATS							
4.3.5.2 11-0000062 600 Chapter 4 Std.	Where a D-ATIS supplements the existing availability of Voice-ATIS and the ATIS requires updating, Voice-ATIS and D-ATIS shall be updated simultaneously.	Part-ATS							
	<i>Note.— Guidance material relating to D-ATIS is contained in the Manual of Air Traffic Services Data Link Applications (Doc 9694). The technical requirements for the D-ATIS application are contained in Annex 10, Volume III, Part I, Chapter 3.</i>	Part-ATS							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

4.3.6.1 11-0000062 800 Chapter 4 Std.	Automatic terminal information service (voice and/or data link) Whenever Voice-ATIS and/or D-ATIS is provided: a) the information communicated shall relate to a single aerodrome; b) the information communicated shall be updated immediately a significant change occurs; c) the preparation and dissemination of the ATIS message shall be the responsibility of the air traffic services; d) individual ATIS messages shall be identified by a designator in the form of a letter of the ICAO spelling alphabet. Designators assigned to consecutive ATIS messages shall be in alphabetical order; e) aircraft shall acknowledge receipt of the information upon establishing communication with the ATS unit providing approach control service or the aerodrome control tower, as appropriate; f) the appropriate ATS unit shall, when replying to the message in e) above or, in the case of arriving aircraft, at such other time as may be prescribed by the appropriate ATS authority, provide the aircraft with the current altimeter setting; and g) the meteorological information shall be extracted from the local meteorological routine or special report.	SERA	1			1 Yes	3.3.1 .2		Part B f) only included in SERA
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

	<i>Note.— In accordance with Sections 4.1 and 4.3 of Appendix 3 to Annex 3, the surface wind direction and speed and runway visual range (RVR) are to be averaged over 2 minutes and 1 minute, respectively; and the wind information is to refer to conditions along the runway for departing aircraft and to conditions at the touchdown zone for arriving aircraft. A template for the local meteorological report, including the corresponding ranges and resolutions of each element, are in Appendix 3 to Annex 3. Additional criteria for the local meteorological report are contained in Chapter 4 of, and in Attachment D to, Annex 3.</i>	Part-ATS							
4.3.6.2 11-0000063 000 Chapter 4 Std.	When rapidly changing meteorological conditions make it inadvisable to include a weather report in the ATIS, the ATIS messages shall indicate that the relevant weather information will be given on initial contact with the appropriate ATS unit.	Part-ATS							
4.3.6.3 11-0000063 200 Chapter 4 Std.	Information contained in a current ATIS, the receipt of which has been acknowledged by the aircraft concerned, need not be included in a directed transmission to the aircraft, with the exception of the altimeter setting, which shall be provided in accordance with 4.3.6.1 f).	SERA	No				3.3.1 .3		Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

4.3.6.4 11-0000063 400 Chapter 4 Std.	If an aircraft acknowledges receipt of an ATIS that is no longer current, any element of information that needs updating shall be transmitted to the aircraft without delay.	SERA	No				3.3.1 .4			Part B
4.3.6.5 11-0000063 600 Chapter 4 Rec.	Contents of ATIS should be kept as brief as possible. Information additional to that specified in 4.3.7 to 4.3.9, for example information already available in aeronautical information publications (AIPs) and NOTAM, should only be included when justified in exceptional circumstances.	Part-ATS								

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

4.3.7 11-0000063 800 Chapter 4 Std.	ATIS for arriving and departing aircraft ATIS messages containing both arrival and departure information shall contain the following elements of information in the order listed: a) name of aerodrome; b) arrival and/or departure indicator; c) contract type, if communication is via D-ATIS; d) designator; e) time of observation, if appropriate; f) type of approach(es) to be expected; g) the runway(s) in use; status of arresting system constituting a potential hazard, if any; h) significant runway surface conditions and, if appropriate, braking action; i) holding delay, if appropriate; j) transition level, if applicable; k) other essential operational information;	SERA	No			1	3.3.2		Part B
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<p>l) surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;</p> <p>*m) visibility and, when applicable, RVR;</p> <p>*n) present weather;</p> <p>*o) cloud below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;</p> <p>p) air temperature;</p> <p>†q) dew point temperature;</p> <p>r) altimeter setting(s);</p> <p>s) any available information on significant meteorological phenomena in the approach and climb-out areas including wind shear, and information on recent weather of operational significance;</p> <p>t) trend forecast, when available; and</p> <p>u) specific ATIS instructions.</p>								
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

4.3.8 11-0000064 000 Chapter 4 Std.	ATIS for arriving aircraft ATIS messages containing arrival information only shall contain the following elements of information in the order listed: a) name of aerodrome; b) arrival indicator; c) contract type, if communication is via D-ATIS; d) designator; e) time of observation, if appropriate; f) type of approach(es) to be expected; g) main landing runway(s); status of arresting system constituting a potential hazard, if any; h) significant runway surface conditions and, if appropriate, braking action; i) holding delay, if appropriate; j) transition level, if applicable;	SERA	No			1	3.3.3		Part B
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<p>k) other essential operational information;</p> <p>l) surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;</p> <p>*m) visibility and, when applicable, RVR;</p> <p>*n) present weather;</p> <p>*o) cloud below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;</p> <p>p) air temperature;</p> <p>†q) dew point temperature;</p> <p>r) altimeter setting(s);</p> <p>s) any available information on significant meteorological phenomena in the approach area including wind shear, and information on recent weather of operational significance;</p> <p>t) trend forecast, when available; and</p> <p>u) specific ATIS instructions.</p>								
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

4.3.9 11-0000064 200 Chapter 4 Std.	<p>ATIS for departing aircraft ATIS messages containing departure information only shall contain the following elements of information in the order listed:</p> <p>a) name of aerodrome; b) departure indicator; c) contract type, if communication is via D-ATIS; d) designator; e) time of observation, if appropriate; f) runway(s) to be used for take-off; status of arresting system constituting a potential hazard, if any; g) significant surface conditions of runway(s) to be used for take-off and, if appropriate, braking action; h) departure delay, if appropriate; i) transition level, if applicable; j) other essential operational information; k) surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers; *l) visibility and, when applicable, RVR; *m) present weather;</p>	SERA	No			1	3.3.4		Part B
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<p>*n) cloud below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;</p> <p>o) air temperature;</p> <p>†p) dew point temperature;</p> <p>q) altimeter setting(s);</p> <p>r) any available information on significant meteorological phenomena in the climb-out area including wind shear;</p> <p>s) trend forecast, when available; and</p> <p>t) specific ATIS instructions.</p>								
4.4.1	VOLMET broadcasts and D-VOLMET service	Part-ATS							Still under discussion
11-0000064600	HF and/or VHF VOLMET broadcasts and/or D-VOLMET service should be provided when it has been determined by regional air navigation agreements that a requirement exists.								
Chapter 4 Rec.	<i>Note.— Annex 3, 11.5 and 11.6 provide details of VOLMET roadcasts and D-VOLMET service.</i>	Part-ATS							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

4.4.2 11-0000064800 Chapter 4 Rec.	VOLMET broadcasts should use standard radiotelephony phraseologies.	Part-ATS							Still under discussion
	<i>Note.— Guidance on standard radiotelephony phraseologies to be used in VOLMET broadcasts is given in the Manual on Coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Services Doc 9377, Appendix 1.</i>	Part-ATS							Still under discussion
5.1.1 11-0000065000 Chapter 5 Std.	CHAPTER 5. ALERTING SERVICE Application Alerting service shall be provided: a) for all aircraft provided with air traffic control service; b) in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services; and c) to any aircraft known or believed to be the subject of unlawful interference.	SERA	1 No			1	4.1.1		Part B

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

5.1.2 11-0000065 200 Chapter 5 Std.	Flight information centres or area control centres shall serve as the central point for collecting all information relevant to a state of emergency of an aircraft operating within the flight information region or control area concerned and for forwarding such information to the appropriate rescue coordination centre.	Part-ATS							
5.1.3 11-0000065 400 Chapter 5 Std.	In the event of a state of emergency arising to an aircraft while it is under the control of an aerodrome control tower or approach control unit, such unit shall notify immediately the flight information centre or area control centre responsible which shall in turn notify the rescue coordination centre, except that notification of the area control centre, flight information centre, or rescue coordination centre shall not be required when the nature of the emergency is such that the notification would be superfluous.	Part-ATS							
5.1.3.1 11-0000065 600 Chapter 5 Std.	Nevertheless, whenever the urgency of the situation so requires, the aerodrome control tower or approach control unit responsible shall first alert and take other necessary steps to set in motion all appropriate local rescue and emergency organizations which can give the immediate assistance required.	Part-ATS							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

5.2.1 11-0000065 800 Chapter 5 Std.	<p>Notification of rescue coordination centres</p> <p>Without prejudice to any other circumstances that may render such notification advisable, air traffic services units shall, except as prescribed in 5.5.1, notify rescue coordination centres immediately an aircraft is considered to be in a state of emergency in accordance with the following:</p> <p>a) Uncertainty phase when:</p> <ol style="list-style-type: none"> 1) no communication has been received from an aircraft within a period of thirty minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier, or when 2) an aircraft fails to arrive within thirty minutes of the estimated time of arrival last notified to or estimated by air traffic services units, whichever is the later, <p>except when no doubt exists as to the safety of the aircraft and its occupants.</p> <p>b) Alert phase when:</p> <ol style="list-style-type: none"> 1) following the uncertainty phase, subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any news of the aircraft when 2) an aircraft has been cleared to land and fails to land within five minutes of the estimated time of landing and communication 	Part-ATS							
ICAO compliance check list	EU law	EU law							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

5.2.2 11-0000066 000 Chapter 5 Std.	The notification shall contain such of the following information as is available in the order listed: a) INCERFA, ALERFA or DETRESFA, as appropriate to the phase of the emergency; b) agency and person calling; c) nature of the emergency; d) significant information from the flight plan; e) unit which made last contact, time and means used; f) last position report and how determined; g) colour and distinctive marks of aircraft; h) dangerous goods carried as cargo; i) any action taken by reporting office; and j) other pertinent remarks.	Part-ATS							
5.2.2.1 11-0000066 200 Chapter 5 Rec.	Such part of the information specified in 5.2.2, which is not available at the time notification is made to a rescue coordination centre, should be sought by an air traffic services unit prior to the declaration of a distress phase, if there is reasonable certainty that this phase will eventuate.	Part-ATS							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

5.2.3 11-000066 400 Chapter 5 Std.	Further to the notification in 5.2.1, the rescue coordination centre shall, without delay, be furnished with: a) any useful additional information, especially on the development of the state of emergency through subsequent phases; or b) information that the emergency situation no longer exists.	Part-ATS							
5.3 11-000066 600 Chapter 5 Std.	Use of communication facilities Air traffic services units shall, as necessary, use all available communication facilities to endeavour to establish and maintain communication with an aircraft in a state of emergency, and to request news of the aircraft.	Part-ATS							

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
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				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

5.4 11-0000066800 Chapter 5 Std.	Plotting aircraft in a state of emergency When a state of emergency is considered to exist, the flight of the aircraft involved shall be plotted on a chart in order to determine the probable future position of the aircraft and its maximum range of action from its last known position. The flights of other aircraft known to be operating in the vicinity of the aircraft involved shall also be plotted in order to determine their probable future positions and maximum endurance.	Part-ATS							
5.5.1 11-0000067000 Chapter 5 Std.	Information to the operator When an area control or a flight information centre decides that an aircraft is in the uncertainty or the alert phase, it shall, when practicable, advise the operator prior to notifying the rescue coordination centre.	Part-ATS							
5.5.2 11-0000067200 Chapter 5 Std.	All information notified to the rescue coordination centre by an area control or flight information centre shall, whenever practicable, also be communicated, without delay, to the operator.	Part-ATS							

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	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

5.6.1 11-0000067 400 Chapter 5 Std.	Information to aircraft operating in the vicinity of an aircraft in a state of emergency When it has been established by an air traffic services unit that an aircraft is in a state of emergency, other aircraft known to be in the vicinity of the aircraft involved shall, except as provided in 5.6.2, be informed of the nature of the emergency as soon as practicable.	SERA	No				4.2			Part B
5.6.2 11-0000067 600 Chapter 5 Std.	When an air traffic services unit knows or believes that an aircraft is being subjected to unlawful interference, no reference shall be made in ATS air-ground communications to the nature of the emergency unless it has first been referred to in communications from the aircraft involved and it is certain that such reference will not aggravate the situation.	SERA	No				4.2.2			Part B

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	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

6.1.1.1 11-0000067 800 Chapter 6 Std.	CHAPTER 6. AIR TRAFFIC SERVICES REQUIREMENTS FOR COMMUNICATIONS Aeronautical mobile service (air-ground communications) General Radiotelephony and/or data link shall be used in air-ground communications for air traffic services purposes.	Part-ATS/CNS							Still under discussion
6.1.1.2 11-0000067 900 Chapter 6 Std.	Where RCP types have been prescribed by States for ATM functions, ATS units shall, in addition to the requirements specified in 6.1.1.1, be provided with communication equipment which will enable them to provide ATS in accordance with the prescribed RCP type(s).	Part-ATS/CNS							Still under discussion
6.1.1.3 11-0000068 000 Chapter 6 Std.	When direct pilot-controller two-way radiotelephony or data link communications are used for the provision of air traffic control service, recording facilities shall be provided on all such air-ground communication channels.	Part-ATS/CNS							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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	<i>Note.— Requirements for retention of all automatic recordings of communications in ATC are specified in Annex 10, Volume II, 3.5.1.5.</i>	Part-ATS/CNS							Still under discussion
6.1.1.4 11-0000068 100 Chapter 6 Std.	Recordings of communications channels as required in paragraph 6.1.1.2 shall be retained for a period of at least 30 days.	Part-ATS/CNS							Still under discussion
6.1.2.1 11-0000068 200 Chapter 6 Std.	For flight information service Air-ground communication facilities shall enable two-way communications to take place between a unit providing flight information service and appropriately equipped aircraft flying anywhere within the flight information region.	Part-ATS/CNS							Still under discussion
6.1.2.2 11-0000068 400 Chapter 6 Rec.	Whenever practicable, air-ground communication facilities for flight information service should permit direct, rapid, continuous and static-free two-way communications.	Part-ATS/CNS							Still under discussion

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	Air Traffic Services		No	Yes						
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				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

6.1.3.1 11-0000068 600 Chapter 6 Std.	For area control service Air-ground communication facilities shall enable two-way communications to take place between a unit providing area control service and appropriately equipped aircraft flying anywhere within the control area(s).	Part-ATS/CNS								Still under discussion
6.1.3.2 11-0000068 800 Chapter 6 Rec.	Whenever practicable, air-ground communication facilities for area control service should permit direct, rapid, continuous and static-free two-way communications.	Part-ATS/CNS								Still under discussion
6.1.3.3 11-0000069 000 Chapter 6 Rec.	Where air-ground voice communication channels are used for area control service and are worked by air-ground communicators, suitable arrangements should be made to permit direct pilot-controller voice communications, as and when required.	Part-ATS/CNS								Still under discussion

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	Air Traffic Services		No	Yes						
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				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

6.1.4.1 11-0000069 200 Chapter 6 Std.	For approach control service Air-ground communication facilities shall enable direct, rapid, continuous and static-free two-way communications to take place between the unit providing approach control service and appropriately equipped aircraft under its control.	Part-ATS/CNS							Still under discussion
6.1.4.2 11-0000069 400 Chapter 6 Std.	Where the unit providing approach control service functions as a separate unit, air-ground communications shall be conducted over communication channels provided for its exclusive use.	Part-ATS/CNS							Still under discussion
6.1.5.1 11-0000069 600 Chapter 6 Std.	For aerodrome control service Air-ground communication facilities shall enable direct, rapid, continuous and static-free two-way communications to take place between an aerodrome control tower and appropriately equipped aircraft operating at any distance within 45 km (25 NM) of the aerodrome concerned.	Part-ATS/CNS							Still under discussion

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	Air Traffic Services		No	Yes					
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				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

6.1.5.2 11-0000069800 Chapter 6 Rec.	Where conditions warrant, separate communication channels should be provided for the control of traffic operating on the manoeuvring area.	Part-ATS/CNS							Still under discussion
6.2.1.1 11-0000070000 Chapter 6 Std.	Aeronautical fixed service (ground-ground communications) General Direct-speech and/or data link communications shall be used in ground-ground communications for air traffic services purposes.	Part-ATS/CNS							Still under discussion
	<i>Note 1.— Indication by time of the speed with which the communication should be established is provided as a guide to communication services, particularly to determine the types of communication channels required, e.g. that “instantaneous” is intended to refer to communications which effectively provide for immediate access between controllers; “fifteen seconds” to accept switchboard operation and “five minutes” to mean methods involving retransmission.</i>	Part-ATS/CNS							Still under discussion
	<i>Note 2.— Requirements for retention of all automatic recordings of communications in ATC are specified in Annex 10, Volume II, 3.5.1.5.</i>	Part-ATS/CNS							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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6.2.1.2 11-0000070 050 Chapter 6 Std.	Where RCP types have been prescribed by States for ATM functions, ATS units shall, in addition to the requirements specified in 6.2.1.1, be provided with communication equipment which will enable them to provide ATS in accordance with the prescribed RCP type(s).	Part-ATS/CNS							Still under discussion
6.2.2.1.1 11-0000070 200 Chapter 6 Std.	<p>Communications within a flight information region</p> <p>Communications between air traffic services units</p> <p>A flight information centre shall have facilities for communications with the following units providing a service within its area of responsibility:</p> <p>a) the area control centre, unless collocated;</p> <p>b) approach control units;</p> <p>c) aerodrome control towers.</p>	Part-ATS/CNS							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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6.2.2.1.2 11-0000070 400 Chapter 6 Std.	An area control centre, in addition to being connected to the flight information centre as prescribed in 6.2.2.1.1, shall have facilities for communications with the following units providing a service within its area of responsibility: a) approach control units; b) aerodrome control towers; c) air traffic services reporting offices, when separately established.	Part-ATS/CNS							Still under discussion
6.2.2.1.3 11-0000070 600 Chapter 6 Std.	An approach control unit, in addition to being connected to the flight information centre and the area control centre as prescribed in 6.2.2.1.1 and 6.2.2.1.2, shall have facilities for communications with the associated aerodrome control tower(s) and, when separately established, the associated air traffic services reporting office(s).	Part-ATS/CNS							Still under discussion
6.2.2.1.4 11-0000070 800 Chapter 6 Std.	An aerodrome control tower, in addition to being connected to the flight information centre, the area control centre and the approach control unit as prescribed in 6.2.2.1.1, 6.2.2.1.2 and 6.2.2.1.3, shall have facilities for communications with the associated air traffic services reporting office, when separately established.	Part-ATS/CNS							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
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				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									
6.2.2.2.1 11-0000071 000 Chapter 6 Std.	<p>Communications between air traffic services units and other units</p> <p>A flight information centre and an area control centre shall have facilities for communications with the following units providing a service within their respective area of responsibility:</p> <ul style="list-style-type: none"> a) appropriate military units; b) the meteorological office serving the centre; c) the aeronautical telecommunications station serving the centre; d) appropriate operator's offices; e) the rescue coordination centre or, in the absence of such centre, any other appropriate emergency service; f) the international NOTAM office serving the centre. 	Part-ATS/CNS							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
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6.2.2.2.2 11-0000071 200 Chapter 6 Std.	An approach control unit and an aerodrome control tower shall have facilities for communications with the following units providing a service within their respective area of responsibility: a) appropriate military units; b) rescue and emergency services (including ambulance, fire, etc.); c) the meteorological office serving the unit concerned; d) the aeronautical telecommunications station serving the unit concerned; e) the unit providing apron management service, when separately established.	Part-ATS/CNS							Still under discussion
6.2.2.2.3 11-0000071 400 Chapter 6 Std.	The communication facilities required under 6.2.2.2.1 a) and 6.2.2.2.2 a) shall include provisions for rapid and reliable communications between the air traffic services unit concerned and the military unit(s) responsible for control of interception operations within the area of responsibility of the air traffic services unit.	Part-ATS/CNS							Still under discussion

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	Air Traffic Services		No	Yes					
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				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

6.2.2.3.1 11-0000071 600 Chapter 6 Std.	<p>Description of communication facilities</p> <p>The communication facilities required under 6.2.2.1, 6.2.2.2.1 a) and 6.2.2.2.2 a), b) and c) shall include provisions for:</p> <p>a) communications by direct speech alone, or in combination with data link communications, whereby for the purpose of transfer of control using radar or ADS-B, the communications can be established instantaneously and for other purposes the communications can normally be established within fifteen seconds; and</p> <p>b) printed communications, when a written record is required; the message transit time for such communications being no longer than five minutes.</p>	Part-ATS/CNS							Still under discussion
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Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
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- 6.2.2.3.2 11- 0000071 800 Chapter 6 Rec.	In all cases not covered by 6.2.2.3.1, the communication facilities should include provisions for: a) communications by direct speech alone, or in combination with data link communications, whereby the communications can normally be established within fifteen seconds; and b) printed communications, when a written record is required; the message transit time for such communications being no longer than five minutes.	Part- ATS/CNS							Still under discussion
6.2.2.3.3 11- 0000072 000 Chapter 6 Std.	In all cases where automatic transfer of data to and/or from air traffic services computers is required, suitable facilities for automatic recording shall be provided.	Part- ATS/CNS							Still under discussion

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	Air Traffic Services		No	Yes						
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6.2.2.3.4 11-0000072 200 Chapter 6 Rec.	The communication facilities required in accordance with 6.2.2.1 and 6.2.2.2 should be supplemented, as and where necessary, by facilities for other forms of visual or audio communications, for example, closed circuit television or separate information processing systems.	Part-ATS/CNS							Still under discussion
6.2.2.3.5 11-0000072 400 Chapter 6 Std.	The communication facilities required under 6.2.2.2.2 a), b) and c) shall include provisions for communications by direct speech arranged for conference communications.	Part-ATS/CNS							Still under discussion
6.2.2.3.6 11-0000072 600 Chapter 6 Rec.	The communication facilities required under 6.2.2.2.2 d) should include provisions for communications by direct speech arranged for conference communications, whereby the communications can normally be established within fifteen seconds.	Part-ATS/CNS							Still under discussion

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	Air Traffic Services		No	Yes						
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6.2.2.3.7 11-0000072 800 Chapter 6 Std.	All facilities for direct-speech or data link communications between air traffic services units and between air traffic services units and other units described under 6.2.2.2.1 and 6.2.2.2.2 shall be provided with automatic recording.	Part-ATS/CNS							Still under discussion
6.2.2.3.8 11-0000073 050 Chapter 6 Std.	Recordings of data and communications as required in 6.2.2.3.3 and 6.2.2.3.7 shall be retained for a period of at least 30 days.	Part-ATS/CNS							Still under discussion
6.2.3.1 11-0000073 200 Chapter 6 Std.	Communications between flight information regions Flight information centres and area control centres shall have facilities for communications with all adjacent flight information centres and area control centres.	Part-ATS/CNS							Still under discussion

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6.2.3.1.1 11-0000073 400 Chapter 6 Std.	These communication facilities shall in all cases include provisions for messages in a form suitable for retention as a permanent record, and delivery in accordance with transit times specified by regional air navigation agreements.	Part-ATS/CNS							Still under discussion
6.2.3.1.2 11-0000073 600 Chapter 6 Std.	Unless otherwise prescribed on the basis of regional air navigation agreements, facilities for communications between area control centres serving contiguous control areas shall, in addition, include provisions for direct-speech and, where applicable, data link communications, with automatic recording, whereby for the purpose of transfer of control using radar, ADS-B or ADS-C data, the communications can be established instantaneously and for other purposes the communications can normally be established within fifteen seconds.	Part-ATS/CNS							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
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6.2.3.1.3 11-0000073 800 Chapter 6 Std.	When so required by agreement between the States concerned in order to eliminate or reduce the need for interceptions in the event of deviations from assigned track, facilities for communications between adjacent flight information centres or area control centres other than those mentioned in 6.2.3.1.2 shall include provisions for direct speech alone, or in combination with data link communications. The communication facilities shall be provided with automatic recording.	Part-ATS/CNS							Still under discussion
6.2.3.1.4 11-0000074 000 Chapter 6 Rec.	The communication facilities in 6.2.3.1.3 should permit communications to be established normally within fifteen seconds.	Part-ATS/CNS							Still under discussion
6.2.3.2 11-0000074 200 Chapter 6 Rec.	Adjacent ATS units should be connected in all cases where special circumstances exist.	Part-ATS/CNS							Still under discussion

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	Air Traffic Services		No	Yes						
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6.2.3.3 11-0000074 400 Chapter 6 Rec.	Wherever local conditions are such that it is necessary to clear aircraft into an adjacent control area prior to departure, an approach control unit and/or aerodrome control tower should be connected with the area control centre serving the adjacent area.	Part-ATS/CNS							Still under discussion
6.2.3.4 11-0000074 600 Chapter 6 Rec.	The communication facilities in 6.2.3.2 and 6.2.3.3 should include provisions for communications by direct speech alone, or in combination with data link communications, with automatic recording, whereby for the purpose of transfer of control using radar, ADS-B or ADS-C data, the communications can be established instantaneously and for other purposes the communications can normally be established within fifteen seconds.	Part-ATS/CNS							Still under discussion
6.2.3.5 11-0000074 800 Chapter 6 Std.	In all cases where automatic exchange of data between air traffic services computers is required, suitable facilities for automatic recording shall be provided.	Part-ATS/CNS							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

6.2.3.6 11-0000074 900 Chapter 6 Std.	Recordings of data and communications as required in 6.2.3.5 shall be retained for a period of at least 30 days.	Part-ATS/CNS							Still under discussion
6.2.4 11-0000075 000 Chapter 6 Rec.	Procedures for direct-speech communications Appropriate procedures for direct-speech communications should be developed to permit immediate connections to be made for very urgent calls concerning the safety of aircraft, and the interruption, if necessary, of less urgent calls in progress at the time.	Part-ATS/CNS							Still under discussion
6.3.1.1 11-0000075 200 Chapter 6 Std.	Surface movement control service Communications for the control of vehicles other than aircraft on manoeuvring areas at controlled aerodromes Two-way radiotelephony communication facilities shall be provided for aerodrome control service for the control of vehicles on the manoeuvring area, except where communication by a system of visual signals is deemed to be adequate.	Part-ATS/CNS							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
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6.3.1.2 11-0000075 400 Chapter 6 Std.	Where conditions warrant, separate communication channels shall be provided for the control of vehicles on the manoeuvring area. Automatic recording facilities shall be provided on all such channels.	Part-ATS/CNS							Still under discussion
6.3.1.3 11-0000075 500 Chapter 6 Std.	Recordings of communications as required in 6.3.1.2 shall be retained for a period of at least 30 days.	Part-ATS/CNS							Still under discussion
6.4.1.1 11-0000075 600 Chapter 6 Std.	Aeronautical radio navigation service Automatic recording of surveillance data Surveillance data from primary and secondary radar equipment or other systems (eg ADS-B, ADS-C), used as an aid to air traffic services, shall be automatically recorded for use in accident and incident investigations, search and rescue, air traffic control and surveillance systems evaluation and training.	Part-ATS/CNS							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
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				More Exacting or Exceeds	Different in character or Other means of compliance				
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6.4.1.2 11-0000075800 Chapter 6 Std.	Automatic recordings shall be retained for a period of at least thirty days. When the recordings are pertinent to accident and incident investigations, they shall be retained for longer periods until it is evident that they will no longer be required.	Part-ATS/CNS							Still under discussion
7.1.1.1 11-0000076000 Chapter 7 Std.	CHAPTER 7. AIR TRAFFIC SERVICES REQUIREMENTS FOR INFORMATION Meteorological information General Air traffic services units shall be supplied with up-to-date information on existing and forecast meteorological conditions as necessary for the performance of their respective functions. The information shall be supplied in such a form as to require a minimum of interpretation on the part of air traffic services personnel and with a frequency which satisfies the requirements of the air traffic services units concerned.	Part-ATS/CNS							Still under discussion

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	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
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7.1.1.2 11-0000076 400 Chapter 7 Rec.	Air traffic services units should be supplied with available detailed information on the location, vertical extent, direction and rate of movement of meteorological phenomena in the vicinity of the aerodrome, and particularly in the climb-out and approach areas, which could be hazardous to aircraft operations.	Part-ATS/CNS							Still under discussion
	<i>Note.— The meteorological phenomena are listed in Annex 3, Chapter 4, 4.6.8.</i>	Part-ATS/CNS							Still under discussion
7.1.1.3 11-0000076 600 Chapter 7 Rec.	When computer-processed upper air data are made available to air traffic services units in digital form for use by air traffic services computers, the contents, format and transmission arrangements should be as agreed between the Meteorological Authority and the appropriate ATS Authority.	Part-ATS/CNS							Still under discussion

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	Air Traffic Services		No	Yes						
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7.1.2.1 11-0000076 800 Chapter 7 Std.	Flight information centres and area control centres shall be supplied with meteorological information as described in Annex 3, Appendix 9, 1.3, particular emphasis being given to the occurrence or expected occurrence of deterioration in a weather element as soon as this can be determined. These reports and forecasts shall cover the flight information region or control area and such other areas as may be determined on the basis of regional air navigation agreements.	Part-ATS/CNS							Still under discussion
	<i>Note.— For the purpose of this provision, certain changes in meteorological conditions are construed as deterioration in a weather element, although they are not ordinarily considered as such. An increase in temperature may, for example, adversely affect the operation of certain types of aircraft.</i>	Part-ATS/CNS							Still under discussion
7.1.2.2 11-0000077 000 Chapter 7 Std.	Flight information centres and area control centres shall be provided, at suitable intervals, with current pressure data for setting altimeters, for locations specified by the flight information centre or area control centre concerned.	Part-ATS/CNS							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

7.1.3.1 11-0000077 200 Chapter 7 Std.	Units providing approach control service shall be supplied with meteorological information as described in Annex 3, Appendix 9, 1.2 for the airspace and the aerodromes with which they are concerned. Special reports and amendments to forecasts shall be communicated to the units providing approach control service as soon as they are necessary in accordance with established criteria, without waiting for the next routine report or forecast. Where multiple sensors are used, the displays to which they are related shall be clearly marked to identify the runway and section of the runway monitored by each sensor.	Part-ATS/CNS							Still under discussion
	<i>Note.— See Note following 7.1.2.1.</i>	Part-ATS/MET							Still under discussion
7.1.3.2 11-0000077 400 Chapter 7 Std.	Units providing approach control service shall be provided with current pressure data for setting altimeters, for locations specified by the unit providing approach control service.	Part-ATS/MET							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

7.1.3.3 11-0000077 600 Chapter 7 Std.	Units providing approach control service for final approach, landing and take-off shall be equipped with surface wind display(s). The display(s) shall be related to the same location(s) of observation and be fed from the same sensor(s) as the corresponding display(s) in the aerodrome control tower and in the meteorological station, where such a station exists.	Part-ATS							
7.1.3.4 11-0000077 800 Chapter 7 Std.	Units providing approach control service for final approach, landing and take-off at aerodromes where runway visual range values are assessed by instrumental means shall be equipped with display(s) permitting read-out of the current runway visual range value(s). The display(s) shall be related to the same location(s) of observation and be fed from the same sensor(s) as the corresponding display(s) in the aerodrome control tower and in the meteorological station, where such a station exists.	Part-ATS							

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	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									
7.1.3.5 11-0000077 900 Chapter 7 Rec.	Units providing approach control service for final approach, landing and take-off at aerodromes where the height of cloud base is assessed by instrumental means should be equipped with display(s) permitting read-out of the current value(s) of the height of cloud base. The displays should be related to the same location(s) of observations and be fed from the same sensor(s) as the corresponding display(s) in the aerodrome control tower and in the meteorological station, where such a station exists.	Part-ATS							
7.1.3.6 11-0000078 000 Chapter 7 Std.	Units providing approach control service for final approach, landing and take-off shall be supplied with information on wind shear which could adversely affect aircraft on the approach or take-off paths or during circling approach.	Part-ATS/MET							Still under discussion
	<i>Note.— Provisions concerning the issuance of wind shear warnings and alerts and ATS requirements for meteorological information are given in Annex 3, Chapter 7 and Appendices 6 and 9.</i>	Part-ATS/MET							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required
	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

7.1.4.1 11-0000078 200 Chapter 7 Std.	Aerodrome control towers shall be supplied with meteorological information as described in Annex 3, Appendix 9, 1.1 for the aerodrome with which they are concerned. Special reports and amendments to forecasts shall be communicated to the aerodrome control towers as soon as they are necessary in accordance with established criteria, without waiting for the next routine report or forecast.	Part-ATS/MET							Still under discussion
	<i>Note.— See Note following 7.1.2.1.</i>	Part-ATS/MET							Still under discussion
7.1.4.2 11-0000078 400 Chapter 7 Std.	Aerodrome control towers shall be provided with current pressure data for setting altimeters for the aerodrome concerned.	Part-ATS/MET							Still under discussion

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	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

7.1.4.3 11-0000078 600 Chapter 7 Std.	Aerodrome control towers shall be equipped with surface wind display(s). The display(s) shall be related to the same location(s) of observation and be fed from the same sensor(s) as the corresponding display(s) in the meteorological station, where such a station exists. Where multiple sensors are used, the displays to which they are related shall be clearly marked to identify the runway and section of the runway monitored by each sensor.	Part-ATS							
7.1.4.4 11-0000078 800 Chapter 7 Std.	Aerodrome control towers at aerodromes where runway visual range values are measured by instrumental means shall be equipped with display(s) permitting read-out of the current runway visual range value(s). The display(s) shall be related to the same location(s) of observation and be fed from the same sensor(s) as the corresponding display(s) in the meteorological station, where such a station exists.	Part-ATS							

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	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

7.1.4.5 11-0000078 900 Chapter 7 Rec.	Aerodrome control towers at aerodromes where the height of cloud base is assessed by instrumental means should be equipped with display(s) permitting read-out of the current value(s) of the height of cloud base. The displays should be related to the same location(s) of observations and be fed from the same sensor(s) as the corresponding display(s) in the meteorological station, where such station exists.	Part-ATS							
7.1.4.6 11-0000079 000 Chapter 7 Std.	Aerodrome control towers shall be supplied with information on wind shear which could adversely affect aircraft on the approach or take-off paths or during circling approach and aircraft on the runway during the landing roll or take-off run.	Part-ATS							
7.1.4.7 11-0000079 200 Chapter 7 Rec.	Aerodrome control towers and/or other appropriate units should be supplied with aerodrome warnings.	Part-ATS							
	<i>Note.— The meteorological conditions for which aerodrome warnings are issued are listed in Annex 3, Appendix 6, 5.1.3.</i>	Part-ATS							Cross reference

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	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

7.1.5 11-0000079 400 Chapter 7 Std.	Communication stations Where necessary for flight information purposes, current meteorological reports and forecasts shall be supplied to communication stations. A copy of such information shall be forwarded to the flight information centre or the area control centre.	Part-ATS/MET							
7.2 11-0000079 600 Chapter 7 Std.	Information on aerodrome conditions and the operational status of associated facilities Aerodrome control towers and units providing approach control service shall be kept currently informed of the operationally significant conditions of the movement area, including the existence of temporary hazards, and the operational status of any associated facilities at the aerodrome(s) with which they are concerned.	Part-ATS/MET							

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	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

7.3.1 11-0000079 800 Chapter 7 Std.	Information on the operational status of navigation services ATS units shall be kept currently informed of the operational status of radio navigation services and visual aids essential for take-off, departure, approach and landing procedures within their area of responsibility and those radio navigation services and visual aids essential for surface movement.	Part-ATS/CNS/ADR							Still under discussion
7.3.2 11-0000080 000 Chapter 7 Rec.	Information on the operational status, and any changes thereto, of radio navigation services and visual aids as referred to in 7.3.1 should be received by the appropriate ATS unit(s) on a timely basis consistent with the use of the service(s) and aid(s) involved.	Part-ATS/CNS/ADR							Still under discussion
	<i>Note.— Guidance material regarding the provision of information to ATS units in respect to visual and non-visual navigation aids is contained in the Air Traffic Services Planning Manual (Doc 9426). Specifications for monitoring visual aids are contained in Annex 14, Volume I, and related guidance material is in the Aerodrome Design Manual (Doc 9157), Part 5. Specifications for monitoring non-visual aids are contained in Annex 10, Volume I.</i>	Part-ATS/CNS/ADR							Still under discussion

Annex Reference & SARP Identifier	Annex 11 Amendment 47-B	Placement in the rule structure	Difference			IR	AMC	GM	Comments/ remarks and if additional GM required	
	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

7.4 11-0000080 200 Chapter 7 Std.	Information on unmanned free balloons Operators of unmanned free balloons shall keep the appropriate air traffic services units informed of details of flights of unmanned free balloons in accordance with the provisions contained in Annex 2.	SERA					Appendix 3		Part A
7.5.1 11-0000080 400 Chapter 7 Std.	Information concerning volcanic activity ATS units shall be informed, in accordance with local agreement, of pre-eruption volcanic activity, volcanic eruptions and volcanic ash cloud which could affect airspace used by flights within their area of responsibility.	SERA							Still under discussion
7.5.2 11-0000080 600 Chapter 7 Std.	Area control centres and flight information centres shall be provided with volcanic ash advisory information issued by the associated VAAC.	Part-ATS/MET							Still under discussion
	<i>Note.— VAACs are designated by regional air navigation agreements in accordance with Annex 3, 3.5.1.</i>	Part-ATS/MET							Still under discussion

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	Air Traffic Services		No	Yes						
				Number of Differences						
				More Exacting or Exceeds	Different in character or Other means of compliance					Less protective or partially implemented or not implemented
Annex Standard or Recommended Practice										

7.6 11-0000080 800 Chapter 7 Std.	Information concerning radioactive materials and toxic chemical "clouds" ATS units shall be informed, in accordance with local agreement, of the release into the atmosphere of radioactive materials or toxic chemicals which could affect airspace used by flights within their area of responsibility.	Part-ATS/ requirements for competent authorities							Still under discussion
Appendix 1	Principles governing the identification of navigation specifications and the identification of ats routes other than standard departure and arrival routes	Airspace design							Still under discussion
Appendix 2	Principles governing the establishment and identification of significant points	Airspace design							Still under discussion
Appendix 3	Principles governing the identification of standard departure and arrival routes and associated procedures	Airspace design							Still under discussion
Appendix 4	ATS airspace classes — services provided and Flight requirements	SERA	1	Yes			IR Appendix 1		Part B Slight difference – insertion of a new column, relevant to communication capabilities

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	Air Traffic Services		No	Yes					
				Number of Differences					
				More Exacting or Exceeds	Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

Appendix 5	Aeronautical Data Quality Requirements	Part-AIS							Still under discussion
Appendix 6	Framework for Safety Management Systems (SMS)	Organisation requirements for ANSPs							