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**GEN 1.7 Avvik fra ICAO's standarder, anbefalinger og prosedyrer**
**GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures**
**Annex 1 - Personnel Licensing 11th edition**
**Annex 1 - Personnel Licensing 11th edition**

NIL

NIL

**Annex 2 - Rules of the Air 10th edition**
**Annex 2 - Rules of the Air 10th edition**
**Forordning (EU) No 923/2012 (SERA)**
**Regulation (EU) No 923/2012 (SERA)**

For norsk oversettelse se:  
 "Forskrift om lufttrafikkregler og operative prosedyrer BSL F 1-1" på:  
<https://luftfartstilsynet.no>

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**Minimum levels**

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"High terrain" is defined as terrain higher than 6 000 FT AMSL

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**Right of way**

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3.2.2 SERA.3210(b), specifies: "(b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft".

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3.2.2.4 Paragraph SERA.3210 (c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4 by specifying that: "(i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left".

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**Lights to be displayed by aircraft**

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3.2.3.2 SERA.3215 (b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2 (b) of the last part of the text): "(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable".

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**Operation on and in the vicinity of an aerodrome**

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3.2.5 (c) and (d) paragraph SERA.3225 differs from ICAO Standard in ICAO Annex 2, 3.2.5(c) and 3.2.5(d) in that it specifies that subparagraphs (c) and (d) do not apply to balloons: "(c) except for balloons, make all turns to the left, when approaching for a landing, and after taking off, unless otherwise indicated, or instructed by ATC; (d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable".

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**Flight plans**

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3.3.1.2 ICAO Annex 2, 3.3.1.2 is replaced with point SERA.4001(b). The differences between that ICAO Standard and that Union regulation are as follows:

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- With regard to VFR flights planned to operate across international borders, the Union Regulation (point SERA.4001 (b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2 (e) with the addition of the last part of the following text as follows:

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“any flight across international borders, unless otherwise prescribed by the States concerned”.

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- With regard to VFR and IFR flights planned to operate at night, the following requirement is added to point SERA.4001(b)(6) of that Union regulation: “(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome”.

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**Visual Flight Rules**

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4.6 ICAO Annex 2, 4.6, is replaced with SERA.5005, introducing the obstacle clearance criteria in (f), as follows: “(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown;

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(1) over congested areas of cities, towns or settlements or over an open-air assembly of persons at a height of less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft,

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(2) elsewhere than as specified in (1), at a height of less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft”.

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3.8 and Appendix 2. The words “in distress” of Chapter 3 Part 3.8, are not included in Union Law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A are not contained in Union Law.

**Doc 4444 - PANS-ATM**

For norsk oversettelse se:  
“Forskrift om lufttrafikkledelse BSL G 8-1” på:  
<https://luftfartstilsynet.no>

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**Doc 4444 - PANS-ATM****Chapter 4 General provisions for air traffic service****Para 4.2 a):**

BSL G 8-1 additionally states that flight information service and alerting service below a TMA is normally provided by the relevant TWR/APP.

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**Para 4.2:**

BSL G 8-1 additionally states that flight information service and alerting service within a TIA/TIZ/HTZ is provided by an AFIS/HFIS unit or an ATC unit.

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**Para 4.5.7.5:**

BSL G 8-1 additionally states that in connection with AFIS/HFIS operations the following information shall always be read back:

- a) all parts of a relayed ATC clearance
- b) "RWY FREE/OCCUPIED/AVAILABLE"
- c) "RWY IN USE", altimeter settings, SSR-code and transition level

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**Chapter 5 Separation methods and minima**

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**Para 5.2.1.1:**

BSL G 8-1 additionally states that vertical or horizontal separation will be provided between special VFR flights.

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**Para 5.2.1.1:**

BSL G 8-1 additionally states that vertical or horizontal separation will be provided between VFR night and IFR flights in airspace class D.

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**Chapter 8 ATS surveillance services**

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**Paragraph 8.6.5.2:**

BSL G 8-1 additionally states that the responsibility for temperature corrections of minimum altitudes and responsibility for obstacle clearance when an IFR flight is given direct routing of an ATS route when in the en-route phase of flight, rests with the pilot.

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**Chapter 9 Flight information service and alerting service**

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BSL G 8-1 states that pilot requested traffic avoidance advice (ref. Annex 11, Appendix 4. ATS Airspace Classes - Service provided and flight requirements) received from ATC does not relieve the pilot from his responsibilities. The final decision on which manoeuvres to execute always rests with the pilot.

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**Chapter 11 Air Traffic Services Messages**

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**Para 11.4.3.4.2:**

BSL G 8-1 states that a controller may omit the transmission of information regarding damp or wet runway provided the pilot has received other messages from which it is obvious that the runway must be damp or wet.

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**Chapter 12 Phraseologies**

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**Paragraph 12.4.1.1:**

BSL G 8-1 contains phraseology to be used at airports where AFIS is provided,  
REF AIP GEN 3.3 para 4.1.5.

### **Annex 3 - Meteorological Services for International Air Navigation 19th edition**

#### **Lokale rutinerapporter**

(REF Annex 3, para 4.3.2 a))

Lokale rutinerapporter blir kun utstedt for CAT II- og CAT III-lufthavner.

#### **Lokale spesialrapporter**

(REF Annex 3, para 4.4.2 a))

Lokale spesialrapporter blir kun utstedt for CAT II- og CAT III-lufthavner. Lokale spesialrapporter er kun påkrevd der lokale rutinerapporter blir utstedt på timesbasis.

#### **Værvarsel for avgang** (REF Annex 3, para 6.4)

Værvarsel for avgang blir ikke utarbeidet.

#### **GAMET områdevarsel** (REF Annex 3, para 6.5)

GAMET områdevarsel blir ikke utarbeidet. IGA områdevarsel for low level flights blir utarbeidet, men er ikke i henhold til bestemmelsene i 6.5 eller Appendix 5 Table A5-3.

#### **AIRMET informasjon** (REF Annex 3, para 7.2)

AIRMET informasjon blir utarbeidet, men begrenser seg kun til varsling av moderat ising.

#### **Aerodrome varsel** (REF Annex 3, para 7.3)

Lufthavnvarsel blir kun utstedt for CAT II- og CAT III-lufthavner.

#### **Løpende VOLMET sending**

(REF Annex 3, para 11.6)

Kontinuerlig VOLMET-sending på VHF for utvalgte lufthavner inneholder SIGMET informasjon i tillegg til METAR-, SPECI- og TREND-varslere.

#### **Uttrykket "vicinity"**

(REF Annex 3, Appendix 3, para 4.4.2.8)

Med uttrykket "vicinity" forstås området innenfor en omkrets på 16 kilometer fra flyplassens referansepunkt.

#### **Tilleggsinformasjon**

(REF Annex 3, Appendix 3, para 4.8.1.5 b)

Ingen tilleggsinformasjon blir gitt vedrørende rullebanens tilstand.

#### **Lufthavnvarsel**

(REF Annex 3, Appendix 6, para 5.1)

Lufthavnvarsel er ikke i henhold til Table A6-2.

## **Chapter 16 Miscellaneous Procedures**

### **Paragraph 16.3:**

Norwegian procedures for Air Traffic Incident Reporting are described in AIP ENR 1.14.

### **Annex 3 - Meteorological Services for International Air Navigation 19th edition**

#### **Local routine reports**

(REF Annex 3, para 4.3.2 a)

Local routine reports are issued for CAT II and CAT III airports only.

#### **Local special reports**

(REF Annex 3, para 4.4.2 a))

Local special reports are issued for CAT II and CAT III airports only. Local special reports are required only where local routine reports are issued at hourly intervals.

#### **Forecast for take-off** (REF Annex 3, para 6.4)

Forecast for take-off is not issued.

#### **GAMET area forecast** (REF Annex 3, para 6.5)

GAMET area forecast is not issued. IGA area forecast for low level flights are issued, but are not fully in accordance with the provisions of 6.5 or Appendix 5 Table A5-3.

#### **AIRMET Information** (REF Annex 3, para 7.2)

AIRMET information is issued, but is limited to the occurrence of moderate ICE only.

#### **Aerodrome warnings** (REF Annex 3, para 7.3)

Aerodrome warnings are issued for CAT II and CAT III airports only.

#### **Continuous VOLMET broadcast**

(REF Annex 3, para 11.6)

Continuous VOLMET broadcast on very high frequencies (VHF) for some aerodromes contain SIGMET information in addition to METAR, SPECI and TREND forecasts.

#### **The term "vicinity"**

(REF Annex 3, Appendix 3, para 4.4.2.8)

The term "vicinity" is understood as the area within a 16 km circumference from the airport reference point.

#### **Supplementary Information**

(REF Annex 3, Appendix 3, para 4.8.1.5 b)

No supplementary information on the runway state is provided.

#### **Aerodrome warnings**

(REF Annex 3, Appendix 6, para 5.1)

Aerodrome warnings are not in accordance with Table A6-2.

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7.3.1 Spesielle varslere for flyplass (Aerodrome warnings), i klartekst, om meteorologiske forhold som kan berøre fly på bakken negativt, blir kun utstedt for CAT II- og CAT-III lufthavner.

#### **Gjennomføringsforordning (EU) No 923/2012**

ICAO Annex 3, kapittel 5, avsnitt SERA.12005, fastsetter følgende:  
 “b) Vedkommende myndigheter skal om nødvendig fastsette andre forhold som skal rapporteres av alle luftfartøy når de forekommer eller observeres”.

#### **Annex 4 - Aeronautical Charts 11th edition**

##### **REF Chapter 2.2**

Enkelte kart som har “ICAO” i tittelen har avviki fra ICAO Annex 4.

##### **REF Chapter 2.4.1**

Ikke alle kartsymbolene definert i APP 2-18, som angir “fly-by” og “fly-over” funksjonalitet for fix plassert over navigasjonshjelpemidler, er tatt i bruk.

##### **REF Chapter 2.15.1**

Sann nord er ikke vist i alle kartserier.

##### **REF Chapter 3.4.2**

Kartene er ikke produsert i foreskrevne målestokk.

##### **REF Chapter 3.9.1**

Nøyaktighet vises ikke.

##### **REF Chapter 3.9.4**

Vertikaldatum vises ikke.

##### **REF Chapter 4.4.2**

Kartene er ikke produsert i foreskrevne målestokk.

##### **REF Chapter 4.9.1**

Høyde på rullebanesenterlinje, stopway, startpunkt for avgangs- og innflygingsområde og betydelige hellingsendringer vises ikke. Takse- baner, oppstillingsplasser og parkeringsområder, stopways og lengde på stopways, vises ikke.

##### **REF Chapter 4.10.1**

Nøyaktighetsgraden vises ikke.

##### **REF Chapter 4.10.4**

Vertikaldatum vises ikke.

##### **REF Chapter 5**

Dette kartet produseres ikke.

##### **REF Chapter 7.6.2**

Area Minimum Altitude vises ikke.

##### **REF Chapter 7.9.3.1.1**

MOCA (Minimum Obstacle Clearance Height) vises ikke.

##### **REF Chapter 8.1**

Dette kartet produseres ikke.

7.3.1 Aerodrome Warnings, in plain language, of meteorological conditions which could adversely affect aircraft on the ground are issued for CAT II and CAT III airports only.

#### **Implementing Regulation (EU) No 923/2012**

ICAO Annex 3, Chapter 5, paragraph SERA.12005, specifies:

“(b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed”.

#### **Annex 4 - Aeronautical Charts 11th edition**

##### **REF Chapter 2.2**

Some charts with “ICAO” in the title do not conform to all Standards.

##### **REF Chapter 2.4.1**

Not all instrument approach chart symbols defined in APP 2-18 pertaining to fly-by and fly-over functionality for fixes located overhead navigation facilities and/or intersection fixes, are adopted.

##### **REF Chapter 2.15.1**

True North is not shown in all chart series

##### **REF Chapter 3.4.2**

Charts are not produced to the required scale.

##### **REF Chapter 3.9.1**

The order of accuracy is not shown.

##### **REF Chapter 3.9.4**

The datum for vertical reference is not shown.

##### **REF Chapter 4.4.2**

Charts are not produced to the required scale.

##### **REF Chapter 4.9.1**

Elevation of runway centre line, stopway, origin of take-off and approach area and at significant changes of slope are not shown. Taxiways, aprons and parking areas stopways and length of stopways, are not shown

##### **REF Chapter 4.10.1**

The order of accuracy is not shown.

##### **REF Chapter 4.10.4**

The datum for vertical reference is not shown.

##### **REF Chapter 5**

Chart is not produced.

##### **REF Chapter 7.6.2**

Area Minimum Altitude is not shown.

##### **REF Chapter 7.9.3.1.1**

MOCA is not presented.

##### **REF Chapter 8.1**

Chart is not produced.

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**REF Chapter 9.9.4.1.1 b4)**

Koordinater for navigasjonshjelpemidler og sig-punkter vises ikke.

**REF Chapter 9.9.4.1.1 b5)**

Høyde på DME vises ikke.

**REF Chapter 10.9.4.1 b4)**

Koordinater for navigasjonshjelpemidler og SIG-punkter vises ikke.

**REF Chapter 10.9.4.1 b5)**

Høyde på DME vises ikke.

**REF Chapter 11.3.3.1**

Distansesirkel er ikke med på kart. I en overgangsperiode vil kart som ikke er oppdatert likevel ha distansesirkel.

**REF Chapter 11.10.1.1**

Alle flyplasser er ikke vist.

**REF Chapter 11.10.6.1**

Områder der visuell manøvrering er tillatt er ikke vist.

**REF Chapter 14.6.1**

Senterlinjekoordinater på TWY vises ikke.

**REF Chapter 15.6.1**

Senterlinjekoordinater på TWY vises ikke.

**REF Chapter 16.1**

Dette kartet produseres ikke.

**REF Chapter 21.9.1.2**

Flyplasshøyde vises ikke.

**Annex 5 - Units of measurement to be Used in Air and Ground Operations 5th edition**

NIL

**Annex 6 - Operation of Aircraft****Part I - 10th edition**

NIL

**Part II - 9th edition**

NIL

**Part III - 8th edition**

NIL

**REF Chapter 9.9.4.1.1 b4)**

Coordinates for NAV aids/significant points are not shown.

**REF Chapter 9.9.4.1.1 b5)**

DME elevation is not shown.

**REF Chapter 10.9.4.1 b4)**

Coordinates for NAV aids/significant points are not shown.

**REF Chapter 10.9.4.1 b5)**

DME elevation is not shown.

**REF Chapter 11.3.3.1**

Distance circle is not depicted. During a transitional period non-updated charts will depict the distance circle.

**REF Chapter 11.10.1.1**

All airports are not shown.

**REF Chapter 11.10.6.1**

Areas where visual manoeuvring is allowed are not shown.

**REF Chapter 14.6.1**

TWY centre line coordinates are not shown.

**REF Chapter 15.6.1**

TWY centre line coordinates are not shown.

**REF Chapter 16.1**

Chart is not produced.

**REF Chapter 21.9.1.2**

Aerodrome elevation is not shown.

**Annex 5 - Units of measurement to be Used in Air and Ground Operations 5th edition**

NIL

**Annex 6 - Operation of Aircraft****Part I - 10th edition**

NIL

**Part II - 9th edition**

NIL

**Part III - 8th edition**

NIL

## ICAO Doc 8168, Volume II - Aircraft Operations 6th edition

### Koding av nedstigningspunkter i sluttinnlegget på RNP APCH-prosedyrer

I Norge er nedstigningspunkt på sluttinnlegget på en RNP APCH-prosedyre kun publisert som en distanse til punktet for avbrutt innflyging med annoteringen "SDF". Disse punktene er ikke er navngitt, men har som formål å sørge for tilstrekkelig vertikalavstand til hinder.

Enkelte avionikksystemer er ikke i stand til å håndtere kodete punkter mellom "final approach fix" (FAF) og punktet for avbrutt innflyging (MAPt).

Datavarehusene som genererer ARINC 424 NavData kan unnlate å kode nedstigningspunkter på RNP APCH-prosedyrer. Den programmerte vertikprofilen (VPA) skal baseres på den bratteste av FAF-MAPt eller SDF-MAPt.

### Standard instrumentutflyging

Unntak fra ICAO Doc 8168 Vol II, I-3-3-1 3.1 b):

Ved utflyging forekommer tilfeller der segmentet basert på bestikknavigasjon er på mer enn 10 KM (5,4 NM) etter sving før det oppnås navigasjonsveiledning.

Unntak fra ICAO Doc 8168 Vol II, I-3-3-3 3.3.1.2:

Sving etter avgang forekommer noen ganger i lavere høyde enn minste høyden på 120 M (394 FT) over DER.

### Standard ankomstruter - instrument

Unntak fra ICAO Doc 8168 Vol II I-4-2-1 2.1.1.5:

Enkelte norske STAR- prosedyrer avsluttes på IF, FAF, FAP eller et annet punkt i forlengelsen av rullebanens senterlinje.

### Innledende innflygingssegment

Unntak fra ICAO Doc 8168 Vol II I-4-3-6 3.5.4.4:

Norge tillater ulike tidsbruk for forskjellige kategorier fly i en prosedyresving publisert på samme innflygingskart.

### Mellomliggende innflygingssegment

Unntak fra ICAO Doc 8168 Vol II I-4-4-2 4.3.1.1.1

Mange norske prosedyrer har mellomliggende innflygingssegment kortere enn 5 NM.

Unntak fra ICAO Doc 8168 Vol II I-4-4-2 4.3.3.1:

Det mellomliggende segmentet inneholder ikke alltid en flat del.

## ICAO Doc 8168, Volume II - Aircraft Operations 6th edition

### Coding of stepdown fixes in the final approach segment on RNP APCH procedures

In Norway, all stepdown fixes on the final approach segment of a RNP APCH procedure are published only as distance to the missed approach point with the annotation "SDF". These fixes are unnamed, their purpose are to enable sufficient vertical clearance to obstacles.

Some avionics systems are not capable of handling coded fixes between the final approach fix (FAF) and the missed approach point (MAPt).

The coding of stepdown fixes in the final approach segment of RNP APCH procedures may be omitted by suppliers of ARINC 424 NavData. The coded VPA should still be based on FAF-MAPt or SDF-MAPt, whichever is the higher.

### Standard instrument departures

Exception from ICAO Doc 8168 Vol II, I-3-3-1 3.1 b):

The dead reckoning leg of turning departures may exceed 10 KM (5.4 NM) after turns before track guidance is acquired.

Exception from ICAO Doc 8168 Vol II, I-3-3-3 3.3.1.2:

Departure turns sometimes occur below the minimum value of 120 M (394 FT) above DER.

### Standard instrument arrivals

Exception from ICAO Doc 8168 Vol II I-4-2-1 2.1.1.5:

Some Norwegian STAR procedures end at IF, FAF, FAP or another point on the extended runway centreline.

### Initial approach segment

Exception from ICAO Doc 8168 Vol II I-4-3-6 3.5.4.4:

Norway permits different outbound timing for different category ACFT in a procedure turn published on the same instrument approach chart.

### Intermediate approach segment

Exception from ICAO Doc 8168 Vol II I-4-4-2 4.3.1.1.1:

Several Norwegian procedures have intermediate approach segments shorter than 5 NM.

Exception from ICAO Doc 8168 Vol II I-4-4-2 4.3.3.1:

The intermediate approach segment does not always include a flat section.

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Unntak fra ICAO Doc 8168 Vol II I-4-4-2  
4.3.3.2:

Nedstigningsgradienten i mellomliggende innflygingssegment overstiger av og til 3.0° (5.24%).

### Sluttinnlegget

Unntak fra ICAO Doc 8168 Vol II I-4-5-1  
5.2.2.2:

Norge har innflygingsprosedyrer som ikke oppfyller krav til rettlinjet innflyging ettersom sluttinnleggets kurs krysser forlengelsen av rullebanens senterlinje innenfor 1400 meter fra rullebanens terskel. Norge har også parallellforskjøvede prosedyrer som aldri krysser forlengelsen av rullebanens senterlinje.

Unntak fra ICAO Doc 8168 Vol II I-4-5-3  
5.3.1.2 a):

Norge tillater en nedstigningsgradient på inntil 4.0° (7.0%) på sluttinnlegget.

Unntak fra ICAO Doc 8168 Vol II I-4-5-3  
5.3.2 b):

Nedstigningsgradienter for sirklingsprosedyrer beregnes fra FAF til laveste OCA(H) verdien ved MAPt.

Unntak fra ICAO Doc 8168 Vol II I-4-5-4  
5.4.1.3 b):

OCH for ikke-presisjonsinnflyging er alltid basert på terskelhøyde, selv når forskjellen mellom flyplassens høyde og terskelhøyden er mindre enn 2 M.

Unntak fra ICAO Doc 8168 Vol II I-4-6-2  
6.1.5.1 b):

Det er ikke tillatt å beregne punktet for avbrutt innflyging ved å ta tiden når dette punktet allerede er definert som et punkt eller et navigasjonshjelpemiddel.

### Avbrutt innflyging

Unntak fra ICAO Doc 8168 Vol II I-4-5-4  
5.

Norge har avbrutte innflyginger i sving der toleransemarginen på 15 sekunders flyging før sving påbegynnes, ikke legges til ved beregningen av prosedyrens hinderfrie område. Dette unntaket brukes for å begrense områdets utstrekning og angis i prosedyren for avbrutt innflyging ved bruk av ordet "immediate" (øyeblikkelig). Toleransemarginer benyttes fremdeles ved beregning av trasé for å ivareta klaringen til hinder for luftfartøy som svinger uten å klatre.

Unntak fra ICAO Doc 8168 Vol II I-4-9-3  
9.4.4.2:

Der MAPt defineres enten som et punkt eller et navigasjonshjelpemiddel, tillates det ikke å bruke tidtaking for å definere MAPt. Dette gjelder selv om det ikke står spesifisert på kartet.

Exception from ICAO Doc 8168 Vol II I-4-4-2  
4.3.3.2:

The descent gradient in the intermediate approach segment sometimes exceed 3.0° (5.24%).

### Final approach segment

Exception from ICAO Doc 8168 Vol II I-4-5-1  
5.2.2.2:

Some instrument approach procedures do not meet the criteria for straight-in approaches as the final track intersects the extended runway centreline inside 1400 meters from the runway threshold. Norway also has parallel offset procedures that never intersect the runway centreline.

Exception from ICAO Doc 8168 Vol II I-4-5-3 5.3.1.2 a):

Norway permits descent gradients up to 4.0° (7.0%) in the final approach segment.

Exception from ICAO Doc 8168 Vol II I-4-5-3  
5.3.2 b):

Descent gradients for approach to circling procedures are calculated from the FAF altitude to the lowest OCA(H) value at the MAPt.

Exception from ICAO Doc 8168 Vol II I-4-5-4 5.4.1.3 b):

OCH for non-precision approaches are always based on the threshold elevation, even if the difference between AD elevation and threshold elevation is less than 2 M.

Exception from ICAO Doc 8168 Vol II I-4-6-2  
6.1.5.1 b):

Use of timing is not allowed to define a missed approach point that is already defined as either a fix or a navigation facility.

### Missed approach segment

Exception from ICAO Doc 8168 Vol II I-4-5-4 5.4.1.3 b):

Norway has missed approach turns where the transitional tolerance of 15 seconds of flight before commencing turns has not been taken into account when constructing the protection area. This is done to limit the extension of the protection area and is stated on the chart by the word "immediate" in the missed approach text. The transitional tolerance is taken into account when assessing the individual obstacles to safeguard an aircraft turning whilst not climbing.

Exception from ICAO DOC 8168 Vol II I-4-9-3  
9.4.4.2:

When the missed approach point is defined by a fix or facility, timing is not authorised for defining MAPt, even if this is not stated on the instrument approach chart.



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Unntak fra ICAO Doc 8168 Vol II I-4-6-2  
6.1.5.2:

MAPt kan være plassert nærmere FAF enn det som gir 5.2% gjennomsyning fra minima til terskel. Dette er på grunn av hinder i området for avbrutt innflyging

Unntak fra ICAO Doc 8168 Vol II I-2-2-5  
2.6.4.2:

Merkefyr benyttes av og til som punkt for sving ved avbrutt innflyging.

### **ILS- og retningsfyrprosedyrer**

Unntak fra ICAO Doc 8168 Vol II I-4-5-1  
5.2.2.2:

Retningsfyrkursen kan være forskjøvet mer enn 5° fra rullebanens senterlinje.

### **Sirkling**

Unntak fra ICAO Doc 8168 Vol II I-4-5-2  
5.2.3:

Noen sirklingsprosedyrer i Norge begynner lengre ute enn 1 NM fra rullebanen.

Unntak fra ICAO Doc 8168 Vol II I-4-7-2  
7.2.2:

Sirkling ved noen flyplasser krever spesiell godkjenning på grunn av økt krengevinkel og redusert sirklingshastighet. Dette står som en merknad under sirklingsminima på instrumentinnflygingskartet.

### **Ventemønster**

Unntak fra: ICAO Doc 8168 Vol II II-4-1-9  
Table II-4-1-2:

Ventemønster i Norge kan være publisert med en annen maksimal indikert hastighet enn det som angis i ICAO Doc 8168 Vol II. Denne hastigheten vil stå på innflygingskartet.

### **Annex 7 - Aircraft Nationality and Registration Marks 6th edition**

NIL

### **Annex 8 - Airworthiness of Aircraft 11th edition**

NIL

### **Annex 9 - Facilitation 14th edition**

- 3.8 Det må betales gebyr for å få utstedt norsk visum.
- 3.26 For besøksreisende utstedes normalt innreisevisum gjeldende kun for ett besøk begrenset til tre måneder.

Exception from ICAO Doc 8168 Vol II I-4-6-2  
6.1.5.2:

MAPt is at some airports situated closer to FAF than what would give a 5.2% descent gradient from the OCA(H) to threshold. This is due to obstacles in the missed approach segment.

Exception from ICAO Doc 8168 Vol II I-2-2-5  
2.6.4.2:

Marker beacons are sometimes used as turning points in missed approach procedures.

### **ILS and Localizer procedures**

Exception from ICAO Doc 8168 Vol II I-4-5-1  
5.2.2.2:

The localizer course may be offset more than 5° from the runway centreline.

### **Circling**

Exception from ICAO Doc 8168 Vol II I-4-5-2  
5.2.3:

Some circling procedures begin further away from the runway than 1 NM.

Exception from ICAO Doc 8168 Vol II I-4-7-2  
7.2.2:

Circling at some aerodromes require specific authorization due to increased bank angles and reduced circling speed. This is stated as a note beneath the circling minima on the instrument approach chart.

### **Holding pattern**

Exception from ICAO Doc 8168 Vol II II-4-1-9 Table II-4-1-2:

Holding patterns in Norway may be published with a different maximum indicated airspeeds than those specified in ICAO Doc 8168 Vol II. The airspeed to be used will be depicted on the chart.

### **Annex 7 - Aircraft Nationality and Registration Marks 6th edition**

NIL

### **Annex 8 - Airworthiness of Aircraft 11th edition**

NIL

### **Annex 9 - Facilitation 14th edition**

- 3.8 There is a fee charged for the issuance of a Norwegian visa.
- 3.26 Entrance visas for temporary visitors are normally issued for one trip only and each stay limited to three months.

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- 3.28/3.29 Ved innreise til det internordiske passområdet som består av Danmark, Finland, Island, Norge og Sverige, må reisende på kortvarig besøk og som har innreisevisum, fylle ut et spesielt inn- og utreisekort, uansett hvilket transportmiddel de bruker. Kortet avviker noe fra ICAO-utkastet (REF Appendix 5). (For størstedelen av de reisende er visum og følgelig inn- og utreisekort ikke nødvendig).
- 3.28/3.29 Upon entering the Inter-Nordic passport control area, comprising Denmark, Finland, Iceland, Norway and Sweden, temporary visitors holding entrance visas are, irrespective of means of transportation, required to complete a special Embarkation/Disembarkation Card which differs slightly from the ICAO format (REF Appendix 5). (For the vast majority of travellers visas and consequently Embarkation/Disembarkation Cards are not required.)
- 3.41/3.41.1/3.43 Uansett hvilke forholdsregler operatøren har tatt, er operatøren etter utlendingsloven ansvarlig for å ta utlendingen om bord igjen, på annen måte bringe utlendingen ut av riket, eller å dekke utgifter som måtte bli påført det offentlige ved at utlendingen føres ut.
- 3.41/3.41.1/3.43 Regardless of precautions taken by the operator, the operator is according to the Immigration Act, obliged to take the foreign national on board again or otherwise to take the foreign national out of the realm or to cover any expenses incurred by the public purse in connection with the conducting of the foreign national out of the realm.
- 5.4.1 For passasjerer som normalt skal ha visa ved innreise i Norge, innvilges et transittopphold uten visa bare til dem som fortsetter reisen samme dag uten å forlate transittområdet på flyplassen.
- 5.4.1 Passengers who are obliged to hold an entry visa for Norway would obtain permission to stay in transit without a visa only if they continue their journey on the same day and remain in the transit area of the airport until they leave Norway.
- 8.17 Det er ikke etablert et enhetlig fasiliterings- program for Norge. Imidlertid finnes alle nødvendige opplysninger tilgjengelige hos respektive ansvarlige myndigheter og organer.
- 8.17 A separate national air transport facilitation programme is not established. However, all necessary information is available from each individual agency with responsibilities in this matter.

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## Annex 10 - Aeronautical Telecommunications

## Annex 10 - Aeronautical Telecommunications

## Volume I - 6th edition

## Volume I - 6th edition

REF	FAC	Avvikelse/Difference	AD/STN
Annex 10 Vol. 1 2.7.1	NDB, L	LF/MF radiofyr blir ikke kontrollfløyet regelmessig. LF/MF radio beacons are not subject to periodic flight tests	
Annex 10 Vol. 1 3.1.2	LOC	Noen retningsfyr er ikke komplettert med GP eller foreskrevet avstandsinformasjon (OM og/eller MM og/eller DME). Some localizers are not associated with GP or prescribed distance information (OM and/or MM and/or DME).	REF AD 2
Annex 10 Vol. 1 3.1.3.3.1	LOC	LOC må ikke brukes utenfor 20° på hver side av LOC innflygingskurs. LOC not to be used outside 20° on either side of LOC front course.	Molde/Årø RWY 07 Sogndal/Haukåsen RWY 06
Annex 10 Vol. 1 3.1.3.3.1	LOC	LOC må ikke brukes utenfor 15° på hver side av LOC innflygingskurs. LOC not to be used outside 15° on either side of LOC front course.	Svalbard/Longyear RWY 10 Molde/Årø RWY 25 Svolvær/Helle RWY 01
Annex 10 Vol. 1 3.1.3.3.1	LOC	LOC må ikke brukes utenfor 10° på hver side av LOC innflygingskurs. LOC not to be used outside 10° on either side of LOC front course.	Bardufoss RWY 28 Førde/Bringeland RWY 07 Hammerfest RWY 23 Honningsvåg/Valan RWY 26 Mehamn RWY 17 Kristiansand/Kjevik RWY 21 Mo i Rana/Røssvoll 076° Mosjøen/Kjærstad RWY 34 Sandane/Anda RWY 26 Sandnessjøen/Stokka RWY 20 Sogndal/Haukåsen RWY 24 Stokmarknes/Skagen RWY 27 Svalbard/Longyear RWY 28 Sørkjosen 185° Vadsø RWY 07 Ørsta-Volda/Hovden 121° Ålesund/Vigra RWY 24

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REF	FAC	Avvikelse/Difference	AD/STN
Annex 10 Vol. 1 3.1.3.10.1	LOC	Retningsfyr-antenne er ikke plassert i forlengelsen av rullebanens senterlinje. Localizer antenna is not located on the extension of the centre line of the runway.	Bardufoss RWY 10/28 Bodø RWY 25 Førde/Bringeland RWY 07/25 Honningsvåg/Valan Leknes RWY 03 Mehamn RWY 17 Mo i Rana/Røssvoll RWY 31 Mosjøen/Kjærstad RWY 34 Notodden RWY 12 Røros RWY 31 Sandane/Anda RWY 27 Sandnessjøen/Stokka RWY 20 Sogndal/Haukåsen RWY 24 Stokmarknes/Skagen RWY 09/27 Svalbard/Longyear RWY 28 Svolvær/Helle RWY 01 Sørkjosen RWY 15 Ørsta-Volda/Hovden
Annex 10 Vol. 1 3.1.5.1.5	GP	ILS referansedatum er mindre enn 15 M. ILS reference datum is less than 15 M	Bardufoss RWY 28 Tromsø/Langnes RWY 01
Annex 10 Vol. 1 3.1.5.3.1	GP	GP må ikke brukes utenfor 5° på hver side av LOC innflygingskurs. GP not to be used outside 5° on either side of the LOC front course.	Bergen/Flesland RWY 17 Kristiansand/Kjevik RWY 21 Sogndal/Haukåsen RWY 24 Trondheim/Værnes RWY 27 Ørland RWY 15 Ørland RWY 33
Annex 10 Vol. 1 3.1.5.3.1	GP	GP må ikke brukes utenfor 4° på hver side av LOC innflygingskurs. GP not to be used outside 4° on either side of the LOC front course.	Haugesund/Karmøy RWY 13
Annex 10 Vol. 1 3.1.5.3.1	GP	GP har full "fly up" signal utenfor LOC-sektor og skal ikke brukes utenfor denne sektoren. GP has full fly up signal outside LOC sector and shall not be used outside this sector.	Haugesund/Karmøy RWY 13 Sandefjord/Torp RWY 36 Ålesund/Vigra RWY 24
Annex 10 Vol. 1 3.1.7.6.2. 1	MM, OM	Noen merkefyr er ikke plassert i anbefalt avstand fra terskel. Some marker beacons are not located at recommended distance from the threshold	

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REF	FAC	Avvikelse/Difference	AD/STN
Annex 10 Vol. 1 3.3.4.1	VOR	<p>Avinor er ansvarlig for at norske VOR-anlegg fungerer innenfor tillatte toleranser. Avinor vurderer ikke om signalene er egnet for flyging på autopilot, ei heller flytypens/autopilotens egenskaper med hensyn til automatisk flyging på VOR-anlegg, hverken på ATS-ruter eller under innflyging. Ansvaret for slike vurderinger ligger hos den enkelte operatør.</p> <p>Avinor is responsible for verifying that VOR stations operate within the specified tolerance limits. Avinor does not make any evaluations whether the signals are suitable for autopilot nor the performance of the aircraft/autopilot with regard to flying automatic on VOR signals, be it on ATS routes or on approach. The responsibility for such evaluations rests with the aircraft operator.</p>	

**Volume II - 7th edition**  
**Forordning (EU) No 923/2012 (SERA)**

For norsk oversettelse se:  
“Forskrift om lufttrafikkregler og operative prosedyrer BSL F 1-1” og “Forskrift om radiotelefoniprosedyrer BSLG 5-1” på:  
<https://luftfartstilsynet.no>

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**Volume II - 7th edition**  
**Forordning (EU) No 923/2012 (SERA)**

ICAO para 5.2.1.4.1 is transposed in point SERA.14035 of Implementing Regulation (EU) No 923/2012 with some differences. The differences between that ICAO Standard and that Union Regulation are as follows:

SERA.14035 Transmission of numbers in radiotelephony

(a) Transmission of numbers

(1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately

(i) Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds.

(ii) The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1 000 hPa which shall be transmitted as “ONE THOUSAND”.

(iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word “THOUSAND”

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(2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word “HUNDRED” or “THOUSAND”, as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word “THOUSAND”, followed by the word “HUNDRED” or “THOUSAND”, as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word “THOUSAND”, followed by the number of hundreds, followed by the word “HUNDRED”.

↓

(3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately.

↓

(4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as “TEN O’CLOCK” or “ELEVEN O’CLOCK”.

↓

(5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word “DECIMAL”.

↓

(6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.

↓

ICAO para 5.2.1.7.1.2: The Norwegian Regulation “Forskrift om radiotelefoniprosedyrer”, BSL G 5-1 paragraph 5 states that: In addition the following service and call sign suffix may be used:  
Vectoring for final approach - DIRECTOR.

↓

ICAO para 5.2.1.7.3.2.3 is transposed in point SERA.14055 of Implementing Regulation (EU) No 923/2012 with a difference. The difference between that ICAO Standard and that EU Regulation is as follows:

↓

SERA.14055 Radiotelephony procedures

↓

(b) (2) The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling. For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted, when so authorised by the competent authority.

## Volume III - 2nd edition

## Volume III - 2nd edition

<i>REF</i>	<i>FAC</i>	<i>Avvikelse/Difference</i>	<i>AD/STN</i>
Annex 10 Vol. III Part II 2.3.3	VHF	Det er i Norge gitt unntak for VHF kommunikasjonsmottakere. Kravet gjelder ikke allerede installerte mottakere, men vil være gjeldende for nye kommunikasjonsmottakere. Kravet innføres ved overgang til 8,33 MHZ kanalseparasjon. Norway has granted exception for VHF communication receivers. The requirement is not applicable to VHF communication receivers already installed, but do apply to new communication receivers. The requirement will be in force from the transition into 8,33 MHZ channel separation.	

## Volume IV - 5th edition

## Volume IV - 5th edition

NIL

NIL

## Volume V - 3rd edition

## Volume V - 3rd edition

NIL

NIL

## Annex 11 Air Traffic Services 14th edition

## Annex 11 Air Traffic Services 14th edition

For norsk oversettelse se:  
"Forskrift om lufttrafikkregler og operative prosedyrer BSL F 1-1" på:  
<https://luftfartstilsynet.no>

**Para 2.11.3.2:**

Norway does not comply with the provision in Annex 11 stating that the lower limit of a control area shall be established at a height above the ground or water of not less than 700 FT (200 M). Due to topography surrounding airports, compliance with the mentioned provision would result in difficulties designing procedures protecting IFR traffic to and from controlled airports.

**Para 6.1.2.1:**

The provision in Annex 11 will be met in accordance with the following:

Air-ground communication facilities for flight information service shall enable two-way communications to take place between a unit providing flight information service and appropriately equipped aircraft:

- i. flying at or above the minimum safe IFR-altitudes established for flight within controlled airspace in the respective flight information region, or
- ii. operating within areas where the establishment of two way communications with the appropriate air traffic services unit is mandatory.

**Forordning (EU) No 923/2012 (SERA)**

For norsk oversettelse se:  
 "Forskrift om lufttrafikkregler og operative  
 prosedyrer BSL F 1-1" på:  
<https://luftfartstilsynet.no>

**Para 7.1.3.6 and 7.1.4.6:**

Not all Norwegian units are supplied with information on wind shear, REF AIP GEN 3.5 para 3.

**Regulation (EU) No 923/2012 (SERA)**

Chapter 2, paragraph 2.26.5 SERA.3401(d)(1) differs from ICAO Annex 11, standard 2.25.5 by stating that "Time checks shall be given at least to the nearest minute".

Chapter 2, paragraph 2.6.1 SERA.6001 allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.

Chapter 3, New provision. Point SERA.5010 specifies:

SERA.5010 Special VFR in control zones  
 Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, police, medical, search and rescue operations and fire-fighting flights, the following additional conditions shall be applied:

(a) such special VFR flights may be conducted during day only, unless otherwise permitted by the competent authority;

(b) by the pilot:

(1) clear of cloud and with the surface in sight;

(2) the flight visibility is not less than 1 500 m or, for helicopters, not less than 800 m;

(3) fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and

(c) an air traffic control unit shall not issue a special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:

(1) the ground visibility is less than 1 500 m or, for helicopters, less than 800 m;

(2) the ceiling is less than 180 m (600 ft).

Chapter 3, SERA.8005 (b) specifies:

(b) Clearances issued by air traffic control units shall provide separation;

(1) between all flights in airspaces Classes A and B,

(2) between IFR flights in airspaces Classes C, D and E,

(3) between IFR flights and VFR flights in airspace Class C,

(4) between IFR flights and special VFR flights,



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- 
- (5) between special VFR flights unless otherwise prescribed by the competent authority, except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3 050 M (10 000 FT) during climb or descent during day in visual meteorological conditions.
- 
- Chapter 3, paragraph SERA.8015 specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1):
- (e) Read back of clearances and safety related information;
- (1) The flight crew shall read back to the air traffic controller safety related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:
- (i) ATC route clearances,
- (ii) clearances and instructions to enter, land on, take-off from, hold short of, cross, taxi and backtrack on any runway, and
- (iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions, and
- (iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.
- 
- Chapter 3, paragraph SERA.8015 (e)(2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1):
- (2) Other clearances or instructions including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

#### **Annex 12 Search and Rescue 8th edition**

Innenfor norske flygeinformasjonsregioner er det etablert to redningssentraler (Aeronautical/-Maritime RCC).

Norge har ikke gjennomført slik fargekoding på dropbart redningsutstyr fra fly som anbefalt i dette punkt.

#### **Annex 13 - Aircraft Accident and Incident Investigation 11th edition**

NIL

#### **Annex 14 - Aerodromes**

##### **Volume I - 7th edition**

Generelt

I EU sertifisering av lufthavner benyttes ulike metoder for å håndtere avvik: Equivalent level of

#### **Annex 12 Search and Rescue 8th edition**

Within the Norwegian Flight Information Regions, two Rescue Coordination Centres are established.

Norway has not implemented colour coding as recommended in this paragraph.

#### **Annex 13 - Aircraft Accident and Incident Investigation 11th edition**

NIL

#### **Annex 14 - Aerodromes**

##### **Volume I - 7th edition**

General

In the EU-certification of aerodromes, different methods are in use for the handling of

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- Safety (ELOS), Special Condition (SC) eller Deviation and Acceptance Document (DAAD). For å få godkjenning fra Luftfartstilsynet kreves at flyplassoperatøren analyserer og vurderer avviket, inkludert behovet for kompensierende tiltak, risikoanalyse m.v. Dokumentasjon som beskriver forhold som er godkjent av Luftfartstilsynet som ELOS, SC eller DAAD kan innhentes hos flyplassoperatøren.
- 2.9.6 / 2.9.7 Beskrevet metodikk ved bruk av friksjonsmåleutstyr benyttes ikke i Norge.
- 3.4.15 Tverrhellinger på planert del av sikkerhetsområdet er på mange lufthavner noe brattere (> 2.5 / 3 %) enn anbefalingen i Annex 14. Det er imidlertid maksimale krav til helninger mot omkringliggende terreng, noe som ikke er gitt i Annex 14.
- 3.5 Det er på mange lufthavner kort eller ingen RESA foran rullebanens terskel. Dette gjelder hovedsakelig lokale lufthavner. (RESA etter baneende er etablert.)
- 5.2.1.4 Norge har gått over fra gul til hvit farge på rullebanemerking. Det er kun ENFG som fremdeles har gul rullebanemerking.
- 5.2.5.3 Siktepunkt på rullebaner med bratt innflyging og LDA mellom 800 M og 1199 M er plassert bare 150 M fra rullebaneterskelen. Denne plasseringen av siktepunktet kombinert med bratt innflygingsvinkel er tiltak som skal sikre tilstrekkelig landingsdistanse ved operasjoner på rullebaner med referansekode 2.
- 5.2.16 Begrepet RWY AHEAD er fortsatt i bruk som obligatorisk instruksjonsmerking.
- 5.3.5.4 PLASI er i bruk som visuelt glidebaneanlegg på rullebaner med referansekode 2, REF AIP AD 1.1 para 6.4.1.
- 5.3.10.5 Terskellys er normalt etablert kun med såkalte sidestilte "wingbars".
- 5.3.11.3 Rullebaneendelys er normalt etablert med såkalte sidestilte "wingbars".
- 5.3.19 Det er normalt ikke nedfelte lys på ledelinjen på rullebanesnuplasser, men i stedet taksebanekantlys langs kanten av rullebanesnuplassen, REF CS ADR-DSN.M.725.
- 6.1.1.8 I de tilfeller terreng defineres som hinder som bryter de hinderfrie flatene, er slike hindre ofte ikke merket eller opplyst selv om rullebanen tillates benyttet ved flyging i mørke.
- 9.4.4 / 9.4.5 Beskrevet metodikk ved bruk av friksjonsmålingsutstyr anses ikke tilfredsstillende for kunngjøring av informasjon om våte og glatte rullebaner
- non-compliances: Equivalent level of Safety (ELOS), Special Condition (SC) or Deviation and Acceptance Document (DAAD). To get an approval from CAA Norway for either of these, the aerodrome operator has to assess the non-compliance, including the need for compensatory measures, safety assessments etc. Documentation describing the different cases of ELOS, SC or DAAD that have been approved by CAA Norway, can be received from the aerodrome operator.
- 2.9.6 / 2.9.7 Norway does not use the method as described using continuous friction measuring device.
- 3.4.15 Transverse slopes on outer part of graded area of runway strips are often > 2.5 / 3 %. However, slopes for the whole width of the strip and towards the surroundings are designed to prevent damage to aircraft running off the graded portion or off the strip.
- 3.5 There is often no or limited RESA provided for undershoot, particularly on local airports. (Overrun RESA is provided.)
- 5.2.1.4 Norway has changed the colour of runway markings from yellow to white. Only ENFG has still got yellow runway markings.
- 5.2.5.3 The aiming point marking on runways with a steep approach angle and LDA between 800 M and 1199 M is located only 150 M from the runway threshold. The location of the aiming point, combined with a steep approach angle, are necessary to ensure sufficient landing distance on runways with reference code 2.
- 5.2.16 The term RWY AHEAD is still in use as a mandatory instruction marking.
- 5.3.5.4 PLASI is in use as a visual approach slope indicator system on runways with reference code 2, REF AIP AD 1.1 para 6.4.1.
- 5.3.10.5 Runway threshold lights are usually provided by use of wing bars only.
- 5.3.11.3 Runway end lights are usually provided by use of wing bars.
- 5.3.19 Runway turn pad lights are usually not provided. Taxiway edge lights are provided along edges of the turn pads, REF CS ADR-DSN.M.725.
- 6.1.1.8 When terrain is regarded as an obstacle above an obstacle protection surface, such obstacles may not be marked or lighted, even if the runway is used at night.
- 9.4.4 / 9.4.5 Norway does not regard the method as described using continuous friction measuring device as satisfying in order to be able to publish necessary information concerning slippery conditions.

Volume II - 4th edition

Volume II - 4th edition

NIL

NIL

**Annex 15 - Aeronautical Information Services  
15th edition****Kapittel 1.2.1.4 REF.**

Publisering av geografiske koordinater er ikke fullstendig i overensstemmelse med kravene spesifisert i Appendix 1 og Table A7-1 i Appendix 7. Nøyaktigheten ved publisering overgår dagens krav i visse sammenhenger.

**Kapittel 1.2.2.2 REF.**

I Norge benyttes NKG 1996 som geoidmodell for oppnåelse av geoideundulasjon og ortometriske/vanlige høyder. Modellen blir bruk til Skandinavia og er vurdert til å være ekvivalent til EGM-96.

**Kapittel 1.2.2.3 REF.**

Transformasjonsparametre mellom NKG1996/HREF2008a og EGM96 blir ikke publisert.

**Kapittel 1.2.2.4 REF.**

Publisert geoideundulasjon refererer seg til GRS80 ellipsoide.

**Kapittel 3.3.2.1 REF.**

Publisering av geografiske koordinater er ikke fullstendig i overensstemmelse med kravene spesifisert i Appendix 1 og Table A7-1 i Appendix 7. Nøyaktigheten ved publisering overgår dagens krav i visse sammenhenger.

**Kapittel 3.3.3.1 REF.**

Dataintegriteten på hinderdata kan ikke fastsettes nøyaktig med dagens system.

**Kapittel 3.3.3.2 REF.**

Det er i dag ikke noe system for å "tagge" data med nødvendig integritetskrav. Arbeid pågår for å muliggjøre "tagging" av data i systemet.

**Kapittel 4.2.2 REF.**

Siden en komplett digital AIP blir utgitt til hver AIP-rettelset, utgis ikke AIP-rettelset i løssbladsystem.

**Kapittel 4.2.3 REF.**

Blanke sider i AIP er nummerert, men ikke datert.

**Kapittel 4.3.1 REF.**

En separat rettelset (AMDT) til AIP blir ikke utgitt, verken i papir- eller digitalt format. En komplett digital AIP, inkludert rettelset og en detaljert "cover page" blir utgitt hver gang.

**Kapittel 4.3.6 REF.**

En detaljert beskrivelse av de kapitler som blir berørt av rettelset er listet på AIP-"cover page".

**Kapittel 5.2.2 REF.**

ICAO-forkortelser suppleres med nasjonale forkortelser.

**Kapittel 5.2.13.3 REF.**

Månedlig papirutgave av gjeldende NOTAM summary list vil ikke bli utstedt. Den vil være tilgjengelig O/R via e-post til nof@avinor.no

**Annex 15 - Aeronautical Information Services -  
15th edition****Chapter 1.2.1.4 REF.**

Publication of geographical coordinates is not entirely compliant with that specified in Appendix 1 and Table A7-1 of Appendix 7. Publication resolution exceeds the current requirements in certain cases.

**Chapter 1.2.2.2 REF.**

In Norway, NKG1996 is the geoid model used for gaining geoid undulation and orthometric/normal heights. The model is used in Scandinavia and deemed to be as accurate as EGM-96.

**Chapter 1.2.2.3 REF.**

Transformation parameters between NKG1996/HREF2008a and EGM96 are not published.

**Chapter 1.2.2.4 REF.**

Published geoid undulations refers to GRS80 ellipsoid.

**Chapter 3.3.2.1 REF.**

Publication of geographical coordinates is not entirely compliant with that specified in Appendix 1 and Table A7-1 of Appendix 7. Publication resolution exceeds the current requirements in certain cases.

**Chapter 3.3.3.1 REF.**

Data integrity on obstacle data cannot be accurately assessed with the current systems.

**Chapter 3.3.3.2 REF.**

There is no system in place to tag the data with the integrity level required. Work is underway for enabling tagging of data in the system.

**Chapter 4.2.2 REF.**

As the complete AIP publication is reissued in digital form each time, the AIP is not published in loose-leaf form.

**Chapter 4.2.3 REF.**

Blank pages in the AIP are numbered, but not dated.

**Chapter 4.3.1 REF.**

A separate loose-leaf AIP amendment will not be issued, neither in paper nor digital format. A complete digital AIP, including the amendments and a detailed cover page will be issued each time.

**Chapter 4.3.6 REF.**

A detailed description of subjects affected by the amendment is listed on the cover page.

**Chapter 5.2.2 REF.**

ICAO abbreviations are further supplemented by national abbreviations.

**Chapter 5.2.13.3 REF.**

A monthly printed plain-language list of valid NOTAM will not be issued. It can be obtained O/R via e-mail to nof@avinor.no

**Forordning (EF) nr. 73/2010 og forordning (EU) 1029/2014**

Forordning (EF) nr. 73/2010 og forordning (EU) nr. 1029/2014 ble innført i norsk rett ved endring av forskrift 14. mai 2007 nr. 513 om samvirkingsevnen i Det europeiske nett for lufttrafikkstyring (samvirkingsforskriften) per 28. april 2016 med ikrafttredelse 1. juni 2016.

Regelverket stiller blant annet krav til datahåndtering, datasystemer, sporbarhet, kvalitet og personell.

Avinor er i prosess med å gjennomføre nødvendige tiltak for å følge regelverket som berører enheter i Avinor, herunder Kunngjøringstjenesten for Norge, prosedyredesign og lufthavner eid av Avinor.

For ytterligere informasjon vedrørende implementering av regelverket, se [www.avinor.no/ais/adq](http://www.avinor.no/ais/adq) eller kontakt [aim@avinor.no](mailto:aim@avinor.no).

**Annex 16 - Environmental Protection****Volume I - 7th edition**

NILp

**Volume II - 3rd edition**

NIL

**Annex 17 - Security 10th edition**

NIL

**Annex 18 - The Safe Transport of Dangerous Goods by Air 4th edition**

NIL

**Annex 19 - Safety Management 1st edition**

NIL

**Regulation (EC) No. 73/2010 and Regulation (EC) 1029/2014**

Regulation (EC) No. 73/2010 and Regulation (EC) 1029/2014 was implemented in Norwegian law by amending the Norwegian Regulation of 14 May 2007 no. 513 on the interoperability of the European Network for Air Traffic Management (Interoperability Regulation) per 28 April 2016 and it entered into force on 1 June 2016.

The regulation specifies *inter alia* requirements for data management, data systems, traceability, quality and personnel.

Avinor has ongoing activities to ensure that affected units are compliant with the regulation, including AIS/AIM, procedure design and airports owned by Avinor.

For further information regarding implementation of the regulation, see <https://avinor.no/en/ais/adq> or contact [aim@avinor.no](mailto:aim@avinor.no).

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