

GEN 1.7 - DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. General

- 1.1. The Standards and Recommended Practices contained in the Annex to the convention on International Civil Aviation are followed in India, subject to differences that may be filed from time to time. The existing differences are reproduced in this section.
- 1.2. The inclusion of differences in the AIP should be deemed to satisfy the requirement of notification of differences in regard to Article 38 of the convention
- 1.3. Flight by night is defined in Aircraft Manual (India) -Volume I - Schedule II as a flight performed between the period of half an hour after sunset and half an hour before sunrise.

2. Annex 1 - Personnel Licensing [Up to and including amendment 166]

1.2.4.2	The period of currency begins on the date of medical examination.
1.2.5.2	a) ALTP (Aeroplane) and ALTP (Helicopter) medical fitness assessment is valid for six months from the date medical examination. b) Medical assessment for Air Traffic Controllers valid for 24 months.
1.2.5.2.5	Standard 1.2.5.2.3 (a) and (c) is not permitted. (b) is permitted only when the pilot license holder is engaged in duty in the territory of foreign country.
2.1.3.1	“Open Rating” which is equivalent to class rating is granted after meeting the requirements of appropriate Sections of Schedule II of the Aircraft Rules 1937.
2.1.4.1.1	Type ratings are not issued limiting the privilege only to act as co-pilot or pilot during cruise phase.
2.1.5.1	“Open Rating” is granted after meeting the requirements of the appropriate Sections of Schedule II of the Aircraft Rules 1937.
2.3.1.3.1	Credit for experience on synthetic flight trainer is not given.
2.3.1.3.2	Not less than 20 hours of solo flight time.
2.4.1.3.1.1	10 take-offs and 10 landings as PIC required for exercising the privileges at night.
2.4.1.3.2	Flight time requirements in other Categories are not counted.
2.5.1.3.1	Credit for experience on synthetic flight trainer is not given.
2.5.1.3.1.1	Hours as PIC, cross-country and instrument time are higher.
2.5.1.5.1	Skill can be demonstrated on a multi-engine aeroplane which may be operated with a single pilot.
2.5.1.5.1.1	Competency mentioned at f) and g) is to be demonstrated only in case a type rating is required for multi-engine aeroplane operated with a co-pilot.

2.5.1.3.2	Flight time in other Categories is not counted.
2.6.1.2.2	Hours of PIC are higher.
2.7.1.3.1	No credit of experience is allowed for instruction on synthetic trainer.
2.7.1.3.2	Higher – 15 hours of solo flight time.
2.8.1.3.1	No credit of experience is allowed for instructions on synthetic flight trainer.
2.9.1.3.1	No credit of experience is allowed for instruction on synthetic flight trainer.
2.9.1.3.2	No such relaxation for other Category flight time is given.
2.12.1.3.1	10 hours of flight time of which 5 hours solo, 75 take-offs and landings; of which not less than 25 solo take-offs and landings within six months.
2.12.1.3.1.1	No reduction in the flight time permitted.
3.2.1.1	Applicant shall not be less than 21 years.
3.3.1.3.1.1	No reduction in the flight time permitted.
4.2.1.1	Age for issue of AME license is 21 years.

3. Annex 2 - Rules of the Air [Up to and including amendment 39]

NIL

4. Annex 3 - Metrological Services for International Air Navigation [Up to and including amendment 73]

2.2.3	No ISO certification is obtained for quality assurance.
3.2.1 & 3.2.2	WAFC products not generated.
3.4.2	Information on AIRMET is not provided.
3.4.4	Irrespective of the traffic density, continuous watch of weather is maintained.

4.1.5 & 4.1.6	Integrated automated system for dissemination in real time not available.
4.1.7	Integrated automated system for dissemination in real time not available.
4.6.3.3	RVR up to 2000M reported for national use.
4.6.4.4	No fully automatic observing system installed.
5.3.1	ADS not applied.
6.6.1	Area forecast for low-level flights not issued.
6.6.2, 6.6.3, 7.2.1,7.2.2 & 7.2.3	AIRMET not issued.
9.2.1 & 9.4.1	Information on humidity is not given.
9.4.6	Flight documentation is preserved for 180 days.
9.5.1, 9.5.2 & 9.5.3	Automated pre-flight information systems not provided.
11.1.4 & 11.1.5	Direct speech at some aeronautical stations is not available.
11.1.6	Important airports have supplementary facilities.
11.3	WAF systems product in digital form not transmitted.

5. Annex 4 - [Up to and including amendment 53]

2.17.5 & 2.17.6	CRC will be applied as and when electronic aeronautical data processing is commenced.
2.18.2.2, 2.18.2.3 & 13.6.1	The WGS-84 geoid undulation is not published.
17.1	Aeronautical chart ICAO 1:500,000 is not being prepared.
18.1	Aeronautical Navigation Chart – ICAO Small Scale is not being prepared.
19.1	Plotting chart – ICAO is not being prepared.

6. Annex 5 - [Up to and including amendment 16]

NIL

7. Annex 6 – Part I [Up to and including amendment 30]

4.2.9.2	Fuel and oil records are retained for six months.
6.15.1	All turbine engine aeroplane require GPWS.

8. Annex 6 – Part II [Up to and including amendment 25]

NIL

9. Annex 6 – Part III [Up to and including amendment 10]

1.1.3 & 1.1.5	Report shall be submitted within 48 hours.
2.2.8.2	Fuel and oil records are retained for six months.
2.3.2	Completed flight preparation form kept for six months.
4.3.2.2 & 4.5.2.2	Performance Class 3 helicopters when operated over water are required to be equipped as specified in 4.3.2.1.
4.3.2.6 & 4.5.2.6	It is not feasible at present to have a requirement in India for deployment of 50% of life rafts by remote control on helicopters
6.3, 6.5.1 & 6.5.2	Requirements are applicable to all helicopters irrespective of the weight.

10. Annex 7 – [Up to and including amendment 5]

2.4	India does not maintain non-national register.
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11. Annex 8 – [Up to and including amendment 99]

2.2.3.1	For Cat B helicopter, only take-off distance is required to be included in the performance data while take-off distance, path and rejected take-off distance information is required for Cat A helicopters.
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12. Annex 9

To be notified

13. Annex 10, Volume I [Up to and including amendment 81]

2.1.1	MLS and GNSS are not available in India.	
2.1.4.1	PAR is not available in India.	
2.1.6.1 & 2.1.6.2	GNSS has yet not been developed in India.	
2.2.3 & 2.2.3.1	DME/W is not used in India.	
2.3.2.1 & 2.3.2.2	En-route VHF marked beacon not provided.	
2.4	GNSS not available in India.	
2.7.1	NDB are not subjected to periodic flight tests. Ground tests are carried out.	
3.1.3 & 3.2.3	Because of siting problems and terrain limitations, some localizer may not meet the standard coverage area. In such case approach plate design will assure aircraft remain within areas of adequate signal coverage and such information shall be duly annotated on the approach plate.	
3.1.5.3.2	Because of siting problems and terrain limitations, some glide-path may not meet the standard coverage area. The information regarding such glide-path shall be published in AIP for each specific system.	
3.2.1 to 3.2.3.5	PAR is not used in India.	
3.3.7.1	Certain VOR used solely for en-route navigation do not provide status indication at a control point. Description of such facilities is published in AIP.	
3.5.2.4, 3.5.3.1.2.3, 3.5.3.1.3.4, 3.5.3.3.2, 3.5.3.4.5, 3.5.3.6.2.3, 3.5.3.6.2.4, 3.5.3.6.2.5, 3.5.3.7, 3.5.3.8, 3.5.4.1.4.4, 3.5.4.1.6.2, 3.5.4.2.3.4, 3.5.4.2.3.7, 3.5.4.2.4.2, 3.5.4.2.6.3, 3.5.4.2.6.4, 3.5.4.3.4, 3.5.4.4.2, 3.5.4.4.2.1, 3.5.4.4.3.2, 3.5.4.4.3.3, 3.5.4.5.3.1, 3.5.4.5.3.2, 3.5.4.5.4, 3.5.4.7.2.6, 3.5.4.7.3.2, 3.5.4.7.3.3, 3.5.4.7.3.4, 3.5.5.1.4.4, 3.5.5.1.5.3, 3.5.5.1.8, 3.5.5.2.4, 3.5.5.2.5, 3.5.5.3.2.2, 3.5.5.3.2.4, 3.5.5.3.3.2, 3.5.5.3.3.3, 3.5.5.3.4.3, 3.5.5.3.5.3, 3.5.5.4.2, 3.5.5.4.3, 3.5.5.4.4	DME/P is not used in India.	
3.6.1	En-route VHF marked beacon not provided.	
3.7	GNSS not available in India.	
3.11	MLS is not used in India.	

12. Annex 10 Volume II [Up to and including amendment 81]

4.4.7.1	Tape feed system is not used.
4.4.12.1 to 4.4.12.6	Tape feed systems is not used.
6.2	Direction finding station not provided.

13. Annex 10 Volume III [Up to and including amendment 81]

4.4.7.1	Tape feed system is not used.	
4.4.9.3.4, 4.4.9.3.4.1 & 4.4.9.3.5	Radio teletypewriter circuits not in use.	
4.4.10.1.4.1.2, 4.4.10.1.4.1.3, 4.4.10.1.4.2, 4.4.10.1.4.2.1, 4.4.10.1.5, 4.4.12.1, 4.4.12.2, 4.4.12.3, 4.4.12.4, 4.4.12.5 & 4.4.12.6	Torn tape system not in use.	
5.2.1.2.2	Not applicable	
6.2.1, 6.2.2, 6.2.2.1, 6.2.3, 6.2.4, 6.2.5, 6.2.5.1, 6.2.6, 6.2.7, 6.2.8, 6.2.9, 6.2.10, 6.2.11, 6.2.12 & 6.2.13	Direction finding station not provided.	

14. Annex 10 Volume IV [Up to and including amendment 81]

2.1.2.1	Mode S broadcast and selective interrogation modes is not implemented.
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15. Annex 10 Volume V [Up to and including amendment 81]

NIL

16. Annex 11 [Up to and including amendment 44]

4.2.1	<p>Scope and flight information service: Flight Information Service shall include the provision of pertinent:</p> <ul style="list-style-type: none"> (a) SIGMET and AIRMET information; (b) Information concerning pre-eruption volcanic activity, volcanic eruptions and volcanic ash clouds; (c) Information concerning the release into the atmosphere of radioactive materials or toxic chemicals; (d) Information on changes in the serviceability of navigation aids; (e) Information on changes in condition of aerodromes and associated facilities, including information of the state of the aerodrome movement areas when they are affected by snow, ice or significant depth of water; (f) Information on unmanned free balloons; & (g) Any other information likely to affect safety.
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4.3.1.1	Operational flight information service broadcasts: Application The meteorological information and operational information concerning navigation aids and aerodromes included in the flight information service shall, whenever available, be provided in an operationally integrated form.
7.1.2.1	AIRMET is not presently issued.

17. Annex 12 [Up to and including amendment 17]

2.3.2	Not implemented.
3.1.6	Not implemented.
3.1.7	Not implemented.
3.1.9	Not implemented.
3.3.3	Not implemented.

18. Annex 13 [Up to and including amendment 11]

NIL

19. Annex 14 Part I [Up to and including amendment 8]

2.1.3 & 2.1.4	CRC will be applied as and when electronic aeronautical data processing is commenced.
2.3.1, 2.3.2 & 2.3.3	WGS-84 geoid undulations not yet implemented.
2.5.2 & 2.5.4	Geographical coordinates for each threshold/aircraft stand in hundredth of a second not provided at certain aerodromes.
2.5.3	Geographical coordinates for taxiway are not provided.
2.5.5	Geographical coordinates for obstacles in tenth of seconds is not provided.

19. Annex 14 Part II [Up to and including amendment 3]

2.1.2 to 2.1.4	CRC will be applied as and when electronic aeronautical data processing is commenced.
2.1.5 & 2.1.7	WGS-84 geoid undulation is not published.

20. Annex 15 [Up to and including amendment 33]

3.7.2.4 & 3.7.2.5	WGS-84 geoid undulation is not published.
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21. Annex 16 Volumes I

NIL

22. Annex 16 Volume II

NIL

23. Annex 17

To be notified

24. Annex 18

NIL
