

Attachment 1

DIFFERENCES FROM ICAO STANDARDS AND RECOMMENDED PRACTICES- ANNEX 14 VOL I

VOL I - AERODROME DESIGN & OPERATIONS

CHAPTER 2

Para 2.1.7 & Para 2.3

The geoid undulations with reference to aerodrome and runway elevations are not provided.

Para 2.5.1 (i)

Taxi guidance is provided on R/T where standard taxi-routes are not established.

Para 2.5.2

Geographical coordinates for thresholds are provided in degrees, minutes, seconds and tenths of seconds.

Para 2.5.3

Geographical coordinates of taxiway centre line points are not provided.

Para 2.5.4

Geographical coordinates for aircraft stands are published in degrees, minutes and tenths of seconds.

CHAPTER 3

Para 3.3.3 & Para 3.3.4*

The entirely new runways will conform to these specifications.

The width of runway strip in the case of existing non-instrument, non-precision/precision approach runways, will remain as originally available, that is 75 m on each side of the extended centre line of runway throughout the length of runway strip.

Para 3.4.1

The runway end safety area will be provided at all new runways. It will also be provided at the existing runways, where not yet provided, when it is lengthened.

Para 3.7.1*

A radio altimeter operating area will be established for category II and III precision approach runways only.

Para 3.8.12*

In some cases, strength of taxiway may not be equal to that of the runway it serves but will be adequate to support the traffic it is expected to serve.

CHAPTER 4

Para 4.1.8 (a)

Approach surface starts 60 m from the extremity of the runway and will be established with respect to existing width of runway strip.

CHAPTER 5

Para 5.2.1.7*

Reflective materials in pavement markings are not used.

Para 5.2.12.3* and Para 5.2.12.4*; Para 5.2.12.6* to Para 5.2.12.12* 'Secondary lead-in lines', 'turn bar', 'alignment bar', and 'stop line' are not provided.

Para 5.2.12.5*

Aircraft stand marking is provided for the most demanding aircraft for which the parking stand is intended.

Para 5.3.1.4

Existing lighting systems will remain as they are until the next replacement or upgrade, when the Annex standard would apply.

Para 5.3.3.6

Some of the existing aerodrome beacons may not meet the criteria of flash rate until replaced.

Para 5.3.3.8

Aerodrome identification beacon is not provided in view of the provision of aerodrome beacon.

Para 5.3.5.5*

PAPI for a temporarily displaced threshold is not provided.

Para 5.3.6.1*

Circling guidance lights are not provided.

Para 5.3.8.1*

Runway threshold identification lights are not provided.

Para 5.3.12.2*, Para 5.3.12.4*

The specification of width greater than 50 m between the runway edgelights for provision of runway centre line lights does not apply.

Para 5.3.20.1, Para 5.3.20.2*, Para 5.3.20.3*

Runway guard lights to be provided only on a precision approach runway category II/III, if stop bars are not provided.

Para 5.3.22.2

Existing installations will continue until the next replacement or upgrade, when the Annex standards would apply.

Para 5.3.23*

Aircraft Stand Manoeuvring Guidance lights are not provided.

Para 5.3.24

Road holding position lights are not provided as all such roads are closed in runway visual range conditions less than a value of 550 m.

Para 5.4.1.2*, Para 5.4.1.9, Para 5.4.1.10, Para 5.4.1.11*

Variable message signs are not provided.

Para 5.4.2.8, Para 5.4.2.10, Para 5.4.2.11

Signs may not be available on both sides of the taxiway/runway holding position.

Para 5.4.3.4

Runway vacated sign is provided for Cat II and Cat III precision approach runways.

Para 5.4.5

Aerodrome identification sign is not provided.

Para 5.4.6

Aircraft stand identification sign to supplement aircraft stand marking is not provided, except at aircraft stand with visual docking guidance system.

CHAPTER 8

Para 8.2.3

Such lighting system is not interlocked. The systems are selected and operated manually.

Para 8.3.4*

The lighting system is not monitored automatically.

CHAPTER 9

Para 9.2.2

Specialist rescue services and equipment at an aerodrome located close to difficult terrain not available. However, arrangements are in place with appropriate agencies for the provision of such specialist rescue services when required.

Para 9.2.17*

The complementary agents comply with the specifications of Bureau of Indian Standard (BIS).

Para 9.2.31

Communication system provided linking fire station/control tower with rescue and fire fighting vehicles may not be discrete under all circumstances.

Para 9.4.8*

The surface condition of the movement area is assessed as part of aerodrome serviceability inspections.

Para 9.4.22*, 9.4.23*, 9.4.24*, 9.4.25*

Visual inspections and pilot reports are used instead of in-field measurements.

NOTE: * indicates ICAO Annex 14 recommendation.