GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1 In CAA publications, where a term is used, which is defined by ICAO in a relevant Annex or PANS document, that definition will apply unless:

(a) the contrary is indicated; or

(b) there is a different definition in the Air Navigation Order or European Union Regulations.

2 Differences to ICAO definitions and SARPS are identified in the tables below .

Annex 1	**Personnel Licensing (10th Edition) (AMDT 168)**		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 2		**Licences and Ratings for Pilots**	
2.1.7	S	An Instrument Meteorology Conditions Rating (IMC Rating) is also issued for use within the UK airspace boundaries to allow flight in IMC outside controlled airspace and under IFR in Class D, E and F controlled airspace. The IMC Rating is not an instrument rating and has no equivalent in Annex 1.	
2.1.9.2	S	Licence holders may be fully credited with co-pilot flight time towards the total time required for a higher grade of pilot licence.	
2.2.3	S	Student pilots training for the Private Pilot's Licence (Balloons and Airships) shall hold a valid Medical Declaration based on UK Driver and Vehicle Licensing Agency standards.	
2.3.1.4	S	The minimum standard for a PPL for balloons and airships is a Medical Declaration based on UK Driver and Vehicle Licensing Agency standards.	
2.3.2.1	S	In certain circumstances a holder of a private pilot licence that includes a flight instructor rating valid for microlights, self launching motor gliders or helicopters may be paid for giving instruction or conducting flying tests in such aircraft when doing so as and with a member of the same flying club.	Preservation of privileges granted in the past.
2.3.5	S	Powered lift category yet to be introduced in the UK.	
2.3.6.1.1	S	An applicant for an airship rating shall be the holder of a PPL with a balloon rating and: have at least 5 hours experience as pilot in command in balloons; complete at least 5 hours flying training in airships; pass a flight test with an authorized examiner and complete a solo qualifying flight. The UK presently limits airship ratings on PPLs to a maximum volume of 4550 CuM.	UK requirements pre-date the changes to Annex 1. Within the European Union, changes to requirements for airship ratings are being developed through the European Aviation Safety Agency.
2.4.1.4	S	An applicant for a Commercial Pilot Licence rated for airships need only hold a Class 2 Medical Assessment.	UK requirements pre-date the changes to Annex 1. Within the European Union, changes to requirements for airship ratings are being developed through the European Aviation Safety Agency.
2.4.2.1 (e)	S	The UK presently restricts the holder of a Commercial Pilot Licence for Airships to flying in visual meteorological conditions only.	UK requirements pre-date the changes to Annex 1. Within the European Union, changes to requirements for airship ratings are being developed through the European Aviation Safety Agency.
2.4.5	S	Powered lift category yet to be introduced in the UK.	
2.4.6.1.1	S	An applicant shall have not less than 150 hours as pilot of power driven aircraft.	UK requirements pre-date the changes to Annex 1. Within the European Union, changes to requirements for airship ratings are being developed through the European Aviation Safety Agency.
2.4.6.1.1.1 (b) and (d)	S	An applicant shall have completed in airships not less than 35 hours of training of which 20 hours shall be cross country training including 10 hours as pilot in command of which 2 flights shall be by night. An applicant shall additionally have completed 10 hours of night flying as pilot of airships.	UK requirements pre-date the changes to Annex 1. Within the European Union, changes to requirements for airship ratings are being developed through the European Aviation Safety Agency.
2.4.6.1.1.1 (c)	S	An applicant shall have completed not less than 5 hours instrument flight time including 1 hour in airships.	UK requirements pre-date the changes to Annex 1. Within the European Union, changes to requirements for airship ratings are being developed through the European Aviation Safety Agency.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 1	Personnel Licensing (10th Edition) (AMDT 168)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
2.6.3.1.2	S	The holder of a Flight Engineer licence may be credited with 50% of time spent undertaking the duties of a Flight Engineer up to a maximum of 250 hours towards the 1500 hours requirement.	
2.6.5	S	Powered lift category yet to be introduced in the UK.	
2.7.1	S	The UK does not presently issue an Instrument Rating for airships.	UK requirements pre-date the changes to Annex 1. Within the European Union, changes to requirements for airship ratings are being developed through the European Aviation Safety Agency.
2.7.1.3.2	R	UK private pilot licence holders with Instrument Ratings are not required to meet the full ICAO class 1 medical assessment requirements. A hearing test to class 1 standards is required.	The UK applies JAR-FCL 3.355 (b).
2.8.1.1	S	Ratings are not issued appropriate to airships. Instructors are approved for the purpose of instructing in airships. Powered lift category yet to be introduced in the UK.	UK airship requirements predate the changes to Annex 1. Within the European Union, changes to requirements for airships are being developed through the European Aviation Safety Agency.
2.9	S	Provision is made in UK legislation for the issue of the commercial pilot licence (gliders) only. Private and club glider flying is regulated by the British Gliding Association whose certificates are issued under the auspices of the Federation Aeronautique Internationale.	
2.10	S	The UK issues both private pilot and commercial pilot licences for free balloons.	
2.10.1.5	S	The UK minimum medical standard for a private pilot licence free balloon is a Medical Declaration based on UK Driver and Vehicle Licensing Agency Group 1 standards and for a Commercial pilot licence for aerial work in free balloons a Medical Declaration based on UK Driver and Vehicle Licensing Agency Group 2 standards.	
Chapter 3		**Licences for Flight Crew Members other than Licences for Pilots**	
3.2	S	The UK does not currently issue Flight Navigator's Licences although there is provision to do so in the legislation.	
3.3.1.2.1	R	The UK does not require this knowledge for Flight Engineer Licence issue.	
Chapter 4		**Licences and Ratings for Personnel other than Flight Crew Members**	
4.2.1.4	R	Training - The UK does not require the completion of a course of training for basic licence issue or for certain aircraft types prior to type endorsement.	
4.4.1.1	S	The minimum age is 20 for an ATCO licence.	A Student Licence can be issued to an applicant of at least 18 years of age. From May 2008, the minimum age will be 21 for an ATCO licence, although CAA will have discretion to lower this to 20 in duly justified cases.
4.5.1.1	S	The UK uses Aerodrome Control Instrument and Aerodrome Control Visual ratings. The UK does not use the Approach Precision Radar Control rating.	Ratings used in accordance with EUROCONTROL ESARR5 and European Union Directive on a Community Air Traffic Controller Licence 2006/23/ EC.
4.5.2.2.2	S	The UK does not prescribe a time limit.	In some circumstances the time taken can be greater than 6 months.
4.6	S	The UK does not issue Flight Operations Officer/Flight Dispatcher licences.	The activity is controlled as part of the approval for an Air Operator's Certificate.
4.7	S	The UK does not issue Aeronautical Station Operator Licences.	
Chapter 5		**Specifications for Personnel Licences**	
5.1.1.2	S	5.1.1.2 (X) Aircraft Maintenance Engineer licences show 'valid until' date.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 1	Personnel Licensing (10th Edition) (AMDT 168)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 6 6.1.1	S	**Medical Provision for Licensing** 6.1.1 (a) For a Commercial Pilot Licence for airships, a Class 2 medical certificate is required. 6.1.1 (b) For a Private Pilot Licence for free balloons and for a Commercial Pilot Licence for aerial work only in free balloons, a medical declaration based on UK Driver and Vehicle Licensing Agency standards is required.	
6.2.4.3.1	R	No recommendations are made on the colour of sun-glasses for air traffic controllers.	The UK will be adopting EUROCONTROL Class 3 standards in 2008.
6.2.5.4	S	First assessment and 5 yearly up to 40 years then 2 yearly over 40 years.	
6.3.2.9.1	S	No longer a requirement unless clinically indicated.	
6.3.22.1	S	In the UK, the fit assessment period includes first 12 weeks of pregnancy but limited to multi-pilot flying.	
6.4.1.1	S	For a Commercial Pilot Licence for airships, a Class 2 medical certificate is required. For a Private Pilot Licence for free balloons and for a Commercial Pilot Licence for aerial work only in free balloons, a medical declaration to UK DVLA standards is required.	
6.4.2.22.1	R	In the UK, the fit assessment period includes first 12 weeks of pregnancy.	
6.5.3.2	S	The UK does not currently specify this requirement.	ATCO medical requirements are currently being reviewed on a Europe-wide basis and a binocular test is likely to be introduced in the future. Applicants who meet the requirement of 6/9 in each eye separately are very likely to be able to achieve 6/6 with both eyes together. Most applicants with one eye below 6/6 will have good vision in the other one, enabling 6/6 to be achieved with binocular vision.
6.5.3.4.1	S	ATCOs who require near vision correction are not currently required to carry a spare set of correcting spectacles for near vision.	ATCO medical requirements are currently being reviewed on a Europe-wide basis and a recommendation to have a second pair of near- correction spectacles is likely to be introduced in the future.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 2	Rules of the Air (10th Edition) (AMDT 43)		
Reference	**S-Standard R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 3		**General Rules**	
3.2.2	S	Implementing Regulation (EU) No 923/2012, SERA.3210(b), specifies: (b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.	
3.2.2.4	S	(i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.	
3.2.3.2(b)	S	Implementing Regulation (EU) No. 923/2012, paragraph SERA.3215(b)(2), specifies: (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.	
3.2.5(c) and (d)	S	(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.	
3.3.1.2	S	ICAO Annex 2, 3.3.1.2 is replaced with Implementing Regulation (EU) No 923/2012 SERA.4001(b) as follows: With regards to VFR flights planned to operate across international borders, the Union regulation (SERA.4001(b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the text, as follows: *'any flight across international borders, unless otherwise prescribed by the States concerned."* With regard to VFR and IFR flights planned to operate at night, an additional requirement is inserted to Union regulation SERA.4001(b)(6) as follows: *'(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome."*	
3.3.8 and Appendix 2	S	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.	
3.9	S	Class D Airspace: In addition to the minima specified in Table 3-1, VFR flight is allowed by aircraft at or below 3000 ft amsl when it is flying in accordance with the following conditions: a) by day only; b) at a speed which, according to its airspeed indicator, is 140 kt or less, to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and, c) clear of cloud, with the surface in sight and: i) if the aircraft is not a helicopter, in a flight visibility of at least 5 km; ii) if the aircraft is a helicopter, in a flight visibility of at least 1500 m.	Official Record Series 4 No. 1120 General Exemption E 4073 Standardised European Rules of the Air - Visual Meteorological Conditions (VMC) Visibility and Distance from Cloud Minima within Class D Airspace.
Chapter 4		**Visual Flight Rules**	
4.1	S	Class D Airspace: In addition to the minima specified in Table 3-1, VFR flight is allowed by aircraft at or below 3000 ft amsl when it is flying in accordance with the following conditions: a) by day only; b) at a speed which, according to its airspeed indicator, is 140 kt or less, to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and c) clear of cloud, with the surface in sight and: i) if the aircraft is not a helicopter, in a flight visibility of at least 5 km; ii) if the aircraft is a helicopter, in a flight visibility of at least 1500 m.	Official Record Series 4 No. 1120 General Exemption E 4073 Standardised European Rules of the Air - Visual Meteorological Conditions (VMC) Visibility and Distance from Cloud Minima within Class D Airspace.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 2	Rules of the Air (10th Edition) (AMDT 43)		
Reference	**S-Standard R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
4.2	S	In Control Zones which are notified as Class D Airspace: (a) the cloud base minima does not apply to fixed wing aircraft at or below 3000 ft amsl at a speed of 140 kt or less provided that they remain clear of cloud and in sight of the surface (the visibility minima applies); (b) neither the cloud ceiling nor visibility minima apply to a helicopter operating below 3000 ft amsl provided that it remains clear of cloud, with the surface in sight and in a flight visibility of at least 1500 m.	
4.3	S	ICAO Annex 2 para 4.3 is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005(c). The difference is that Implementing Regulation (EU) No 923/2012 adds requirements under which VFR flights at night may be permitted, as follows: (c) When so prescribed by the competent authority, VFR flights at night may be permitted under the following conditions: (1) if leaving the vicinity of an aerodrome, a flight plan shall be submitted; (2) flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available; (3) the VMC visibility and distance from cloud minima as specified in Table S5-1 shall apply except that: (i) the ceiling shall not be less than 450 m (1500 ft); (ii) except as specified in (c)(4), the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply; (iii) in Airspace Classes B, C, D, E, F and G, at and below 900 m (3000 ft) amsl or 300 m (1000 ft) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; (iv) for helicopters in Airspace Classes F and G, flight visibility shall not be less than 3 km, provided that the pilot maintains continuous sight of the surface and if manoeuvred at a speed that will give adequate opportunity to observe other traffic or obstacles in time to avoid collision; and (v) for mountainous terrain, higher VMC visibility and distance from cloud minima may be prescribed. (4) ceiling, visibility and distance from cloud minima lower than those specified 4.3(c) above may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting. (5) except when necessary for take-off or landing, or except when specifically authorised by the competent authority, a VFR flight at night shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established: (i) over high terrain or in mountainous areas, at a level which is at least 600 m (2000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft; (ii) elsewhere than as specified in (i), at a level which is at least 300 m (1000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.	
4 4.3	S	(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown: (1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft; (2) elsewhere than as specified in (1), at a height 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.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 3 Meteorological Service For International Air Navigation (18th Edition) (Amendment 76)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C1 1.1	Definition: Area Control Centre	More exacting or exceeds	The UK is more specific in determining that an Air Traffic Control unit established to provide an area control service to aircraft flying within a notified flight information region, which are not receiving an aerodrome control service, or an approach control service.	
C1 1.1	Definition: Flight Crew Member	More exacting or exceeds	The UK uses the term Flight Crew defined as: Those members of the crew of the aircraft who respectively undertake to act as pilot, flight navigator, flight engineer and flight radio-telephony operator of the aircraft.	The UK definition is based upon the functions that the crew member undertakes and is more precise than ICAO.
C1 1.1	Definition: Pilot-in-Command	Different in character or other means of compliance	The UK uses the term Commander. 'Pilot in command' in relation to an aircraft means a person who for the time being is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft.	
C1 1.1	Definition: VOLMET	Less protective or partially implemented or not implemented	UK VOLMET and D-VOLMET provides current aerodrome routine meteorological reports only.	System designed to give rapid refresh of current conditions at key aerodromes in high density air traffic airspace.
C4 4.1.6	Recommendation	Less protective or partially implemented or not implemented	Not all UK aerodromes with precision approach runways intended for Category I operations have automated equipment for the measurement of visibility and runway visual range installed. At these aerodromes human observed visibility and runway visual range are reported. Such aerodromes will not have fully integrated automatic systems for acquisition, processing, dissemination and display in real time of the meteorological parameters affecting landing and take-off operations.	Forward scatter meters for the assessment of RVR are being introduced at aerodromes with CAT I operations.
C4 4.6.2.2	Recommendation	Less protective or partially implemented or not implemented	In local routine and special reports in the UK, the visibility reported is the prevailing visibility, supplemented by runway visual range measurements, where appropriate.	Visibility reported in the METAR is the same in local routine and special reports for consistency.
C5 5.3.1	Recommendation	Less protective or partially implemented or not implemented	Secondary Surveillance Radar (SSR) Mode S within Europe does not support the downlinking of automated routine observations. Routine observations sent via ADS in the Shanwick Oceanic Area are made every 30 minutes.	Current European Mode S Downlink Aircraft Parameters do not include the meteorological data block. WMO AMDAR data provides automated en-route meteorological observations.
C5 5.3.4	Standard	Less protective or partially implemented or not implemented	Secondary Surveillance Radar (SSR) Mode S within Europe does not support the downlinking of automated routine observations.	Aircraft reports in the climb-out phase are obtained via AMDAR.
C5 5.5	Standard	More exacting or exceeds	Implementing Regulation (EU) No 923/2012, paragraph SERA.12005, specifies: (b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.	Implementing Regulation (EU) No 923/2012.
C6 6.2.6	Recommendation	Less protective or partially implemented or not implemented	UK issues TAFs of 2-5 hour validity.	TAFs with validity periods of less than 6 hours are issued to aerodromes that are due to close in order to reduce the number of TAF cancellations.
C7 7.2.1 to 7.2.3	Standard	Less protective or partially implemented or not implemented	AIRMET information is not issued for specific phenomena that may affect the safety of low-level flights as this is covered by SIGMET where applicable and appropriate warnings in low-level area forecasts.	
C11 11.5	Standard	Less protective or partially implemented or not implemented	UK D-VOLMET reflects the content of UK VHF VOLMET broadcasts and does not provide TAF, SIGMET, special air-reports or AIRMET.	The D-VOLMET service is provided using the same equipment as VHF VOLMET.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 4: Aeronautical Charts (12th Edition) (AMDT 57)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C1 1.1	Definition: Air Transit Route	Less protective or partially implemented or not implemented	Heli Route or Helicopter Main Route (HMR) are used in place of Air Transit Route.	There are no plans to eradicate this difference.
C1 1.1	Definition: Apron	Less protective or partially implemented or not implemented	The UK definition does not include reference to maintenance of aircraft.	
C1 1.1	Definition: Danger Area	More exacting or exceeds	The UK defines Danger Area as "Airspace which has been notified as such within which activities dangerous to the flight of aircraft may take place or exist at such times as may be notified."	
C1 1.1	Definition: Intermediate Approach Segment	Different in character or other means of compliance	Intermediate Approach - Instrument is used in place of Intermediate Approach Segment.	There are no plans to eradicate this difference.
C1 1.1	Definition: Manoeuvring Area	Different in character or other means of compliance	The UK defines Manoeuvring Area as "That part of an aerodrome provided for the take-off and landing of aircraft and for the movement of aircraft on the surface, excluding the apron and any part of the aerodrome provided for the maintenance of aircraft".	
C1 1.1	Definition: Minimum Sector Altitude	Different in character or other means of compliance	The UK defines Minimum Sector Altitude as "The lowest safe altitude for instrument flight within sectors of an aid, facility or aerodrome which is published in the appropriate approach chart".	
C1 1.1	Definition: Movement Area	More exacting or exceeds	The UK defines Movement Area as "That part of an aerodrome intended for the surface movement of aircraft including the manoeuvring area, aprons and any part of the aerodrome provided for the maintenance of aircraft."	
C1 1.2.2	Standard	Less protective or partially implemented or not implemented	The UK is not yet fully compliant with all Standards.	Work is currently underway to identify the measures required to achieve compliance with this standard.
C1 1.2.2.1	Recommendation	Less protective or partially implemented or not implemented	The UK is not yet fully compliant with all Recommended Practices.	Work is currently underway to identify the measures required to achieve compliance with these standards.
C2 2.1.8	Recommendation	Different in character or other means of compliance	In the UK the basic sheet size of the charts is 297 mm x 210 mm (A4).	Reduction in sheet size would reduce the area of coverage and the amount of data published. No plan to eradicate this difference.
C2 2.2	Standard	Less protective or partially implemented or not implemented	Charts produced by the UK that do not conform to all Standards specified in Chapter 2 and the particular chart include ICAO in the title.	State requirements may preclude some standards from being fully complied with, however the functional requirement is satisfied.
C2 2.17.3	Standard	Less protective or partially implemented or not implemented	Data integrity levels cannot presently be accurately measured, with the systems that are currently in place.	The UK is satisfied that available data can be safely used. Work is underway in the UK to develop a strategy for the implementation of a National aeronautical data collection and management system that shall achieve the required levels of integrity.
C4 4.1 to 4.10.4	Standard	Less protective or partially implemented or not implemented	The UK does not produce an Aerodrome Obstacle Chart ICAO Type B.	A demand for this chart has not been identified in the UK. User requirement is satisfied by the current content of the AIP. There are no current plans to produce this chart.
C5 5.1 to 5.8.8	Standard	Less protective or partially implemented or not implemented	The UK does not produce an Aerodrome Terrain and Obstacle Chart - ICAO (Electronic).	Work is currently underway to identify the measures required to achieve compliance with this standard. If resolved, a resolution to this difference will be implemented within an as yet to be assessed time frame.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 4: Aeronautical Charts (12th Edition) (AMDT 57)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C7 7.1 to 7.9.4.2	Standard	Less protective or partially implemented or not implemented	The Enroute Chart is not produced by the UK.	Information is published in tabular format in UK AIP ENR 3. Similar charts produced by industry are more appropriate for use by aircraft operators.
C8 8.1 to 8.9.4.1.1	Standard	Less protective or partially implemented or not implemented	The Area Chart is not produced by the UK.	Requirement fulfilled by other means - SID and STAR charts, Approach charts and 1:500,000 charts.
C9 9.9.3.1	Standard	Different in character or other means of compliance	Only Area Minimum Altitude (AMA) is shown.	The extent of the Minimum Sector Altitude (MSA) does not sufficiently take account of the complete route.
C9 9.9.4.2	Recommendation	Different in character or other means of compliance	The communication failure procedure is not shown.	Communication failure procedures are shown on ATC Surveillance Minimum Altitude Chart. No immediate plans to eradicate this difference.
C10 10.9.3.1	Standard	Different in character or other means of compliance	Only Area Minimum Altitude (AMA) is shown.	The extent of the Minimum Sector Altitude (MSA) does not sufficiently take account of the complete route.
C10 10.9.4.2	Recommendation	Different in character or other means of compliance	The communication failure procedure is not shown.	Communication failure procedures are shown on ATC Surveillance Minimum Altitude Chart. No immediate plans to eradicate this difference.
C11 11.4	Recommendation	More exacting or exceeds	In the UK the basic sheet size of the charts is 297 mm x 210 mm (A4).	Reduction in sheet size would reduce the area of coverage and the amount of data published. No immediate plans to eradicate this difference.
C11 11.8.2	Standard	Different in character or other means of compliance	The magnetic variation shown only agrees with non-VOR procedures.	The set value of the VOR is used in the design of a VOR procedure and this could be different from the local magnetic variation value. No current plans to remove this difference.
C11 11.10.2.2	Recommendation	Less protective or partially implemented or not implemented	Only a generic set of obstacles for the area are shown, which does not always include the controlling obstacles.	For chart clarity purposes.
C11 11.10.4.3	Recommendation	Less protective or partially implemented or not implemented	The Final Approach Fix or Point (FAF/FAP) geographical co-ordinates are not shown.	Publication of these co-ordinates are of no benefit to the chart user.
C11 11.10.6.3	Standard	Different in character or other means of compliance	(f) Transition altitude information is not shown within profile area.	For reasons of chart clarity transition altitude information is situated above the plan view, not within the profile area. No immediate plans to eradicate this difference.
C11 11.10.7.1	Standard	Less protective or partially implemented or not implemented	Aerodrome operating minima are not shown.	UK publishes the OCA/H and instructions on how to calculate the Aerodrome Operating Minima in the UK AIP AD 1.1 subsection 4.
C11 11.10.7.2	Standard	Less protective or partially implemented or not implemented	Only basic CAT D OCA(H) are shown.	Work is currently underway to identify the measures required to achieve compliance with this standard.
C11 11.10.9	Standard	Less protective or partially implemented or not implemented	Only RNAV coding data is shown.	Non-RNAV procedures were designed pre-RNAV standards and/or will not conform to coding standards, therefore the UK has taken the position to not supply appropriate data for non-RNAV procedures.
C12 12.1 to 12.10.6.2	Standard	Less protective or partially implemented or not implemented	The Visual Approach Chart ICAO is not produced in the UK.	Established Visual Approach Procedures do not exist in UK.
C16 16.1 to 16.9.7.1	Standard	Less protective or partially implemented or not implemented	The World Aeronautical Chart ICAO 1:1 000 000 is not produced by the UK.	There is no operational requirement for this chart. ICAO Chart 1:500,000 is produced instead.
C17 17.4.3	Recommendation	Different in character or other means of compliance	Chart is sold flat.	Chart user folds at own discretion.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 4: Aeronautical Charts (12th Edition) (AMDT 57)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C17 17.7.11	Recommen-dation	Less protective or partially im-plemented or not implemented	Only hypsometric tints and contours shown.	Not applicable to UK topography.
C17 17.7.12.2	Standard	Less protective or partially im-plemented or not implemented	Limits of tree growth not shown.	Not applicable to UK topography.
C18 18.1 to 18.8.5	Standard	Less protective or partially im-plemented or not implemented	The Aeronautical Navigation Chart ICAO Small scale is not produced by the UK.	Chart is available from commercial ANSPs. There are no immediate plans to eradicate this difference.
C19 19.1 to 19.9.2	S	Less protective or partially im-plemented or not implemented	The Plotting Chart is not produced by the UK.	Aircraft Operators use large format or electronic en-route charts provided by commercial organizations. These are more appropriate for the required use.
C20 20.1 to 20.6	Standard	Less protective or partially im-plemented or not implemented	The Electronic Aeronautical Chart Dis-play is not produced by the UK.	Products provided by commercial service providers are more suitable for use by aircraft operators.
C21 21.3.3	Recommen-dation	Less protective or partially im-plemented or not implemented	The Area Chart is not produced by the UK.	Area Chart fulfilled by other means – SID and STAR charts, approach charts and 1:500,000 charts.

Annex 5	**Units of Measurement to be Used in Air and Ground Operations 5th Edition (AMDT 17)**		
Reference	**S-Standard / R-Rec-ommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Attachment B, 5.4.2	R	A space is used as a thousands separator except for (i) some documents where a comma is used as a thou-sands separator and (ii) some charts where altitude may be shown in multiples of 1,000 (e.g. 5.0 = 5 000).	A comma as a thousands separator is a standard UK practice.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 1: Operation of Aircraft (9th Edition) (AMDT 37)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C1 1.0.3	Definition: Crew Member	More exacting or exceeds	The UK definition is based upon the functions that the crew member undertakes and is more precise than ICAO.	
C1 1.0.3	Definition: Flight Crew Member	More exacting or exceeds	The UK definition is based upon the functions that the crew member undertakes and is more precise than ICAO.	
C1 1.0.3	Definition: Pilot-in-Command	Different in character or other means of compliance	Pilot-in-Command in relation to an aircraft means a person who for the time being is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft.	
C3 3.1.4	Standard	Different in character or other means of compliance	The UK does not give any formal status to flight operations officers/flight dispatchers.	The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members.
C3 3.1.5	Standard	Less protective or partially implemented or not implemented	The UK does not give any formal status to flight operations officers/flight dispatchers.	The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members.
C4 4.1.4 and 4.1.5	Standard	Less protective or partially implemented or not implemented	There is no provision yet in European regulations but the UK will comply with any future change.	
C4 4.2.1.6 and 4.2.1.7	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations.	
C4 4.2.8.5	Recommendation	Different in character or other means of compliance	The UK allows Met Visibility to be converted to RVR. No limiting visibility is prescribed.	Awaiting EASA and FAA Harmonisation. The UK will comply with the requirements of European Implementing Rules when they are developed.
C4 4.3.4.1.2	Standard	Less protective or partially implemented or not implemented	The UK has not yet adopted the Standard for EDTO but will comply with the future European Air Operations regulations.	
C4 4.3.4.3.1	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations.	
C4 4.3.4.4	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations when implementing rules have been established.	
C4 4.3.6.4	Recommendation	Less protective or partially implemented or not implemented	The UK has not adopted this Recommendation but will comply with the future European Air Operations regulations when implementing rules have been established.	
C4 4.3.7.2.1	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations when implementing rules have been established.	
C4 4.6.1 and 4.6.2	Standard	Less protective or partially implemented or not implemented	The UK does not give any formal status to flight operations officers/flight dispatchers.	The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members.
C4 4.7.1.1 4.7.1.2 4.7.2.1 4.7.2.2 4.7.2.3 4.7.2.3.1 4.7.2.4	Standard	Less protective or partially implemented or not implemented	The UK has not yet adopted the Standard for EDTO but will comply with the future European Air Operations regulations when implementing rules have been established.	The UK uses ETOPS procedures.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 1: Operation of Aircraft (9th Edition) (AMDT 37)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
4.7.2.5 and 4.7.2.6				
C4 4.7.2.7	Recommen-dation	Less protective or partially implemented or not implemented	The UK has not yet adopted the Standard for EDTO but will comply with the future European Air Operations regulations when implementing rules have been established.	The UK uses ETOPS procedures.
C4 4.10.4 4.10.5 and 4.10.6	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations when implementing rules have been established.	
C4 4.10.7	Recommen-dation	Less protective or partially implemented or not implemented	The UK has not adopted this Recommendation but will comply with the future European Air Operations regulations when implementing rules have been established.	
C5 5.4.1 and 5.4.2	Standard	Less protective or partially implemented or not implemented	The UK does not approve single-engine turbine-powered operations at night and/or in IMC.	The UK does not believe the provisions establish an appropriate level of safety.
C6 6.1.2	Standard	Less protective or partially implemented or not implemented	The UK does not require the operator to carry certified true copies of the AOC on each aircraft. However, the carriage of a copy of the AOC is required.	The UK will comply with the future European Operations Regulations when implementing rules have been established.
C6 6.2.2.1	Standard	Less protective or partially implemented or not implemented	This requirement will not be fully implemented until 2020 (for extinguishers in lavatories) and 2025 (for hand held extinguishers).	European Commission Regulation 744/2010 of 18 August 2010 on critical uses of Halon applies to the UK.
C6 6.3.1.2.1	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.3.1.2.2	Recommen-dation	Less protective or partially implemented or not implemented	The UK has not adopted this Recommendation but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.3.1.1.13 6.3.1.2.11 and 6.3.1.3.3	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.3.1.3.5	Recommen-dation	Less protective or partially implemented or not implemented	The UK has not adopted this Recommendation but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.3.1.3.6	Standard	Less protective or partially implemented or not implemented	The UK does not prohibit this type of recorder but will comply with the future European Operations regulations when implementing rules have been established.	
C6 6.3.2.1.1	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.3.2.1.2	Recommen-dation	Less protective or partially implemented or not implemented	The UK has not adopted this Recommendation but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.3.2.1.4	Standard	Different in character or other means of compliance	The UK requires an FDR or a CVR.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 1: Operation of Aircraft (9th Edition) (AMDT 37)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C6 6.3.2.2.1	Standard	Less protective or partially implemented or not implemented	The UK does not prohibit these types of recorders but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.3.2.2.2	Recommendation	Less protective or partially implemented or not implemented	The UK has not adopted this Recommendation but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.3.2.3.2	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.3.2.3.3	Recommendation	Less protective or partially implemented or not implemented	The UK has not adopted this Recommendation but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.3.2.4.1 and 6.3.2.4.2	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.3.2.4.3	Recommendation	Less protective or partially implemented or not implemented.	The UK has not adopted this Recommendation but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.3.3.1.1 6.3.3.1.2 6.3.3.2 and 6.3.3.3	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.3.4.4 and 6.3.4.5.1	Recommendation	Less protective or partially implemented or not implemented	The UK has not adopted this Recommendation but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.3.4.5.2	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.15.1	Standard	More exacting or exceeds	UK requires all operators engaged in public transport with a maximum take-off weight exceeding 5700 kg and carrying more than 9 passengers to be fitted with TAWS on or after 1 January 2005.	
C6 6.15.3	Standard	Different in character or other means of compliance	The UK requirement is for aeroplanes with an individual C of A issued on or after 1 January 2005.	
C6 6.15.4	Standard	More exacting or exceeds	The UK requirement is for subject aeroplanes to be fitted before 1 January 2005.	
C6 6.15.5	Recommendation	Less protective or partially implemented or not implemented	The UK has not adopted this Recommendation but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.15.6	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.17.1	Recommendation	Less protective or partially implemented or not implemented	The UK has no plans to implement the retrofitting of an automatic ELT.	
C6 6.18.3	Recommendation	Less protective or partially implemented or not implemented	The UK does not require carriage of an ACAS II in aeroplanes below 5700 kg or 19 passengers.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 1: Operation of Aircraft (9th Edition) (AMDT 37)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C6 6.19.2 and 6.19.3	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.21.1 and 6.21.2	Recommendation	Less protective or partially implemented or not implemented	The UK has not adopted this Recommendation but will comply with the future European Air Operations regulations when implementing rules have been established.	
C6 6.23	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations when implementing rules have been established.	
C7 7.1.3	Standard	Less protective or partially implemented or not implemented	The UK has not adopted this Standard but will comply with the future European Air Operations regulations when implementing rules have been established.	
C8 8.2.1	Standard	Less protective or partially implemented or not implemented	The European Regulation does not include provisions for the design of the manual to observe Human Factors Principles.	The UK supports this proposal and will endeavour to work in conjunction with EASA to meet this SARP. Due to Regulation (EC) 216/2008, compliance with EU rules is mandatory in case of State of Operator is different from State of Registry.
C8 8.3.1	Standard	Less protective or partially implemented or not implemented	The UK does not require operators to observe Human Factors principles in the design and application of the maintenance manual.	
C8 8.4.2 and 8.7.7.2	Standard	More exacting or exceeds	The UK requires the records to be retained for 2 years.	
C9 9.4.5.2	Recommendation	More exacting or exceeds	The UK requires a minimum of 50 hours under IFR.	
C10 10.1, 10.2 and 10.3	Standard	Less protective or partially implemented or not implemented	The UK does not give any formal status to flight operations officers/flight dispatchers.	The UK requires an operator to ensure that the operations manual contains instructions and information necessary for operations personnel to perform their duty including training for those other than crew members. Difference to be maintained subject to EASA Implementing Rules.
C10 10.4	Recommendation	Less protective or partially implemented or not implemented	The UK does not give any formal status to flight operations officers/flight dispatchers.	The UK requires an operator to ensure that personnel assigned to operational duties in connection with the preparation and conduct of a flight are properly trained and supervised. Difference to be maintained subject to EASA Implementing Rules.
C10 10.5	Recommendation	Less protective or partially implemented or not implemented	The UK does not give any formal status to flight operations officers/flight dispatchers.	The UK requires an operator to ensure that personnel assigned to operational duties in connection with the preparation and conduct of a flight are properly trained and supervised. Chapter 3 refers. Difference to be maintained subject to EASA Implementing Rules.
C11 11.4.3	Recommendation	Less protective or partially implemented or not implemented	The UK only requires the Journey Log to be retained for three months.	
C13 13.2.3	Standard	Different in character or other means of compliance	a) The UK requires the door to be locked from engine start until engine shut down. b) The UK does not require that the 'entire' door area be monitored.	a) The UK does not agree that embarkation/disembarkation are the appropriate times for locking/unlocking the door. b) The UK does not consider it practical to monitor the 'entire' door area on all aeroplane types.
C13 13.2.4	Recommendation	Less protective or partially implemented or not implemented	The UK has not mandated this Recommendation.	It is not considered practical to implement this Recommendation on some smaller aircraft.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 1: Operation of Aircraft (9th Edition) (AMDT 37)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C13 13.6.1	Recommen-dation	Less protective or partially implemented or not implemented	The UK does not currently prescribe that specialised means of attenuating and di-recting the blast should be provided for use in the least-risk bomb location.	The UK is waiting on the outcome of research currently being undertaken with the FAA and EASA (in concert with Industry and ARAC) to find an optimal solution for this problem.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

	Annex 6 Part 2: Operation of Aircraft Seventh Edition			
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
1.0.3	Definition Pilot in Command	Different in character or other means of compliance	Pilot in command in relation to an aircraft means a person who for the time being is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft.	
2.2.3.4.4	Standard	Less protective or partially implemented or not implemented	The UK does not specifically require aircraft used for non-public transport purposes to be inspected or treated for icing. However, it is expected that this action will take place as part of the obligation on the pilot in command to ensure that the aircraft is suitable for the flight.	The UK will comply with the requirements of European Air Operations Implementing Rules.
2.2.3.6	Standard	Less protective or partially implemented or not implemented	The UK does not specify duration of fuel/oil reserves for non-public transport flights. However, the pilot in command is required to ensure that sufficient fuel is carried and 'that a safe margin has been allowed for contingencies'.	The UK will comply with the requirements of European Air Operations Implementing Rules.
2.4.2.3	Standard	Less protective or partially implemented or not implemented	This requirement will not be fully implemented until 2020 (for extinguishers in lavatories) and 2025 (for hand held extinguishers).	European Commission Regulation 744/2010 of 18 August 2010 on critical uses of Halon applies to the United Kingdom.
2.4.3.1	Standard	Less protective or partially implemented or not implemented	In the UK a means of displaying time is only required for IFR flights in Controlled Airspace.	The UK will comply with the requirements of European Air Operations Implementing Rules.
2.4.4.2	Recommendation	Less protective or partially implemented or not implemented	In the UK the requirement to carry life jackets only applies to flights beyond gliding distance from land suitable for an emergency landing.	The UK will comply with the requirements of European Air Operations Implementing Rules.
2.4.4.3.1	Standard	Different in character or other means of compliance	The UK does not specifically require life jackets for extended flights over water but requires life jackets for any flight beyond gliding range from land which fulfils the same intent.	The UK will comply with the requirements of European Air Operations Implementing Rules.
2.4.7	Standard	Less protective or partially implemented or not implemented	In the UK a means of displaying time is only required for flights in Controlled Airspace.	The UK will comply with the requirements of European Air Operations Implementing Rules.
2.4.10	Standard	Less protective or partially implemented or not implemented	The UK does not mandate the requirement for a Mach number indicator to be fitted.	The UK will comply with EASA Implementing Rules when they are developed.
2.4.11.7	Standard	More exacting or exceeds	In the UK these warnings are required for all aircraft with an MTOM in excess of 5700 kg or authorised to carry more than nine passengers, including those with a C of A first issued before 1 Jan 2011.	
2.4.12.1	Recommendation	Less protective or partially implemented or not implemented	In the UK Automatic ELTs are required when flying at a distance of more than 10 minutes flying time at normal cruising speed away from land suitable for making an emergency landing.	The UK will comply with the requirements of European Air Operations Implementing Rules.
2.4.12.2	Standard	Less protective or partially implemented or not implemented	In the UK Automatic ELTs are required when flying at a distance of more than 10 minutes flying time at normal cruising speed away from land suitable for making an emergency landing.	The UK will comply with the requirements of European Air Operations Implementing Rules.
2.4.12.3	Standard	Less protective or partially implemented or not implemented	In the UK Automatic ELTs are required when flying at a distance of more than 10 minutes flying time at normal cruising speed away from land suitable for making an emergency landing.	The UK will comply with the requirements of European Air Operations Implementing Rules.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

	Annex 6 Part 2: Operation of Aircraft Seventh Edition			
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
2.4.13.1	Standard	Less protective or partially implemented or not implemented	The UK requires Mode S transponder for flight in designated airspace.	The UK will comply with the requirements of European Air Operations Implementing Rules
2.5.1.1	Standard	Less protective or partially implemented or not implemented	In the UK radio communication equipment is required for aeroplanes flying at night or in controlled airspace or notified airspace.	The UK will comply with the requirements of European Air Operations Implementing Rules
3.6.3.1.1.2	Standard	Different in character or other means of compliance	The UK only requires aeroplanes with a first CofA on or after the 1 June 1990 to be equipped with a FDR	
3.6.3.2.1.2	Standard	Different in character or other means of compliance	The UK only requires aeroplanes with a first CofA on or after the 1 June 1990 to be equipped with a CVR.	
3.6.10.3	Recommendation	Less protective or partially implemented or not implemented	The UK only requires pressure-altitude reporting transponders for flight in designated airspace.	
3.6.11	Standard	The UK only requires pressure-altitude reporting transponders for flight in designated airspace.	The UK only requires pressure-altitude reporting transponders for flight in designated airspace.	
3.10	Recommendation	Less protective or partially implemented or not implemented	The UK does not give any formal status to flight operations officers/ flight dispatchers. The UK does not specify the duties and training associated with the employment of flight operations officers/flight dispatchers.	
2.1.1.3, 2.1.1.5, 2.2.3.7.2, 2.4.11.2, 2.4.11.3, 2.4.14, 2.4.15, 2.4.16.1.2.1, 2.4.16.1.2.2, 2.4.16.1.3.5, 2.4.16.1.3.6, 2.4.16.2.2.1, 2.4.16.2.2.2, 2.4.16.2.3.2, 2.4.16.2.3.3, 2.4.16.3.1.1, 2.4.16.3.1.2, 2.4.16.3.2, 2.4.16.3.3, 2.4.16.4.5, 2.5.1.4, 2.5.1.6, 2.8.2.1, 2.8.2.2, 2.8.3, 3.2, 3.3.1.4, 3.3.2.1, 3.3.2.2, 3.4.2.1.2, 3.4.2.2, 3.4.2.3.1, 3.4.2.3.2, 3.4.2.4, 3.4.2.8, 3.4.3.3, 3.4.3.4.1.2, 3.4.3.5.1, 3.4.3.5.2, 3.4.4.1, 3.4.4.3.2, 3.4.5.4, 3.6.1.2, 3.6.3.1.1.1, 3.6.3.1.1.3, 3.6.3.2.1.1, 3.6.3.2.1.3, 3.6.5.2.1, 3.6.5.2.2, 3.6.5.2.3, 3.6.6, 3.6.7, 3.6.9.1, 3.6.9.2.1, 3.6.9.2.2, 3.6.12,	Standards and Recommended Practices	Less protective or partially implemented or not implemented	The UK has not adopted these Standards and Recommended Practices but will comply with the future European Air Operations regulations when they are developed.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

	Annex 6 Part 2: Operation of Aircraft Seventh Edition			
ICAO Ref.	Category (Standard, Rec'd Practice, etc.)	Difference	Details of Difference	Comments/Status
3.9.1.1, 3.9.2, 3.9.3.1, 3.9.3.2, 3.12.1, 3.12.4.1, 3.12.4.2				

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 3: Operation of Aircraft Seventh Edition				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
1.1.5, 1.1.6, 2.6.2	Standard	Less protective or partially implemented or not implemented	The UK does not give any formal status to flight operations officers/flight dispatchers.	The UK requires an operator to ensure that the operations manuals contain instructions and information necessary for operations personnel to perform their duty including training for those other than crew members.
Section 2: 1.3.1, 1.3.2, 2.2.1.7, 4.3.1.1.2, 4.3.1.2.1, 4.3.1.2.4, 4.3.1.2.5, 4.3.1.3.4, 4.3.1.3.5, 4.3.1.3.6, 4.3.2.2.1, 4.3.2.2.2, 4.3.2.3.2, 4.3.2.3.3, 4.3.3.1.1, 4.3.3.1.1, 4.3.3.1.2, 4.3.3.2, 4.3.3.3, 4.4.4, 4.5.2.6, 4.5.2.7, 4.5.2.8, 4.16, 5.1.3. Section 3: 2.18.2, 4.3.2.4, 4.3.2.5, 4.3.2.6, 4.7.1.3.6, 4.7.2.2.2, 4.7.2.3.2, 4.7.2.3.3, 4.7.3.1.1, 4.7.3.1.1.1, 4.7.3.2, 4.7.3.3, 4.9.2, 4.10, 4.11, 5.1.6	Standards and Recommended Practices	Less protective or partially implemented or not implemented	The UK has not implemented these Standards and Recommended Practices but will comply with the future European Air Operations regulations.	
2.2.8.4	Recommendation	Less protective or partially implemented or not implemented	The UK allows Met Visibility to be converted to RVR. No limiting visibility is prescribed.	
2.2.12	Standard	Less protective or partially implemented or not implemented	The UK does not require all helicopters operated over water to be certified for ditching but makes provision for floatation by other means.	The UK will comply with the requirements of European Air Operations Implementing Rules.
2.6.1	Standard	Less protective or partially implemented or not implemented	The UK does not explicitly specify instructions on the duties and training associated with the employment of flight operations officers/flight dispatchers. The UK does not give any formal status to flight operations officers/flight dispatchers.	The UK requires an operator to ensure that the operations manuals contain instructions and information necessary for operations personnel to perform their duty including training for those other than crew members.
3.1.2.1, 3.4.1, 3.4.2, 3.4.3, 3.4.4	Standard	Less protective or partially implemented or not implemented	The UK does not permit IMC operations in Performance Class 3.	
4.2.2.1	Standard	Less protective or partially implemented or not implemented	This provision will not be fully implemented until 2020 (for extinguishers in lavatories) and 2025 (for hand held extinguishers).	European Commission Regulation 744/2010 of 18 August 2010 on critical uses of Halon applies to the United Kingdom.
4.3.1.2.3	Recommendation	More exacting or exceeds	The UK requires this as a standard for helicopters between 3175-7000 kg.	The UK will comply with the future European Air Operations regulations.
4.3.1.4	Standard	Less protective or partially implemented or not implemented	The UK only requires recorders capable of retaining the information recorded during at least the last 8 hours of their operation.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 3: Operation of Aircraft Seventh Edition				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
4.3.2.1.2	Recommendation	More exacting or exceeds	The UK requires this as a standard for helicopters between 3175-7000 kg.	The UK will comply with the future European Air Operations Regulations.
4.4.3.1	Standard	Different in character or other means of compliance	In the UK, this requirement only applies to aircraft introduced after 1 January 1974.	
4.7.1	Standard	Less protective or partially implemented or not implemented	For overland operations the UK only requires AELTs to be fitted if that land is designated by the State concerned as areas in which search and rescue would be especially difficult.	The UK will comply with the future European Air Operations regulations.
4.7.2	Standard	Less protective or partially implemented or not implemented	For overland operations the UK only requires AELTs to be fitted if that land is designated by the State concerned as areas in which search and rescue would be especially difficult.	The UK will comply with the future European Air Operations regulations.
4.15	Recommendation	Different in character or other means of compliance	The UK has mandated this recommendation for operations in hostile environments with a MAPSC of more than 9.	
6.2.1	Standard	Less protective or partially implemented or not implemented	The European Regulation does not include provisions for the design of the manual to observe Human Factors Principles.	The UK supports this proposal and will endeavour to work in conjunction with EASA to meet this SARP. Due to Regulation (EC) 216/2008, compliance with EU rules is mandatory in case of State of Operator is different from State of Registry.
6.3.1	Standard	Less protective or partially implemented or not implemented	The UK does not require operators to observe Human Factors principles in the design and application of the maintenance manual.	
6.4.2, 6.8.2	Standard	More exacting or exceeds	The UK requires records to be retained for 2 years.	
8.1	Standard	Less protective or partially implemented or not implemented	The UK does not give any formal status to flight operations officers/flight dispatchers. The UK does not specify the duties and training associated with the employment of flight operations officers/flight dispatchers.	The UK requires an operator to ensure that the operations manuals contain instructions and information necessary for operations personnel to perform their duty including training for those other than crew members. This difference applies to sections 8.1 to 8.5 inclusive.
9.4.3	Recommendation	Less protective or partially implemented or not implemented	The UK only requires the Journey Log to be retained for 3 months.	
Section 3 2.7.1	Standard	Less protective or partially implemented or not implemented	The requirement for determining a PNR is not mandated because requirements for off-shore alternates are not specified.	The UK will comply with the future European Air Operations regulations.
2.7.2, 2.7.3	Standard	Less protective or partially implemented or not implemented	The requirements for off-shore alternates are not specified.	The UK will comply with the future European Air Operations regulations.
2.8.2, 2.8.3.1, 2.8.3.2, 2.8.3.3, 2.8.4	Standard	Less protective or partially implemented or not implemented	The UK does not specify duration of fuel/oil reserves.	The UK will comply with the future European Air Operations regulations.
2.19	Recommendation	Less protective or partially implemented or not implemented	The requirement for helicopters on over water flights in a hostile environment in 4.3.1 to be certificated for ditching is not mandated.	The UK will comply with the future European Air Operations regulations.
4.1.3.2	Recommendation	Less protective or partially implemented or not implemented	This provision will not be fully implemented until 2020 (for extinguishers in lavatories) and 2025 (for hand held extinguishers).	European Commission Regulation 744/2010 of 18 August 2010 on critical uses of Halon applies to the United Kingdom.
4.2.1	Standard	Less protective or partially implemented or not implemented	In the UK a means of displaying time is only required for flights in Controlled Airspace.	The UK will comply with the requirements of European Air Operations Implementing Rules.
4.2.3	Standard	Less protective or partially implemented or not implemented	In the UK a means of displaying time is only required for flights in Controlled Airspace.	In the UK a means of displaying time is only required for flights in Controlled Airspace.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 6 Part 3: Operation of Aircraft Seventh Edition				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
4.3.1	Standard	Less protective or partially implemented or not implemented	The floatation equipment requirement for helicopters on over water flights is not mandated.	The UK will comply with the future European Air Operations regulations.
4.3.2.1	Standard	Less protective or partially implemented or not implemented	UK does not mandate the carriage of life-saving rafts but relies on the provision of guidance material on their carriage and use.	The UK will comply with the future European Air Operations regulations.
4.7.1.1.3, 4.7.1.2.1, 4.7.1.2.2, 4.7.1.2.3	Standard	Less protective or partially implemented or not implemented	The UK does not currently mandate this type of recorder but will comply with the future European Air Operations regulations.	
4.7.1.3.5	Recommendation	Less protective or partially implemented or not implemented	The UK does not prohibit these types of recorders but will comply with the future European Air Operations regulations.	
4.7.1.4	Standard	Less protective or partially implemented or not implemented	The UK requires retention of the last 8 hours.	The UK will comply with the future European Air Operations regulations.
4.7.2.1.1, 4.7.2.1.2, 4.7.2.1.3	Standard	Less protective or partially implemented or not implemented	The UK does not require carriage of this type of recorder but will comply with the future European Air Operations regulations.	
4.7.2.2.1	Standard	Less protective or partially implemented or not implemented	The UK does not prohibit these types of recorders but will comply with the future European Air Operations regulations.	
4.8.1, 4.8.2	Standard	Less protective or partially implemented or not implemented	The UK only requires AELTs to be fitted if flying over areas that have been designated by the State concerned as areas in which search and rescue would be especially difficult and either an AELT or an ELT(S) when flying over water in accordance with 4.3.1.	The carriage of an ELT(S) in a raft is required for public transport operations only. The UK will comply with the future European Air Operations regulations.
4.9.1	Standard	Less protective or partially implemented or not implemented	The UK requires Mode S transponders for flights in designated airspace.	
5.1.1	Standard	Less protective or partially implemented or not implemented	Less protective or partially implemented or not implemented	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 7	Aircraft Nationality and Registration Marks (6th Edition) (AMDT 6)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 2		**Classification of Aircraft**	
2.2		The further classification of unmanned is not yet referenced in UK legislation.	New definition not yet in legislation. Aim to add during amendment in 2013-15..
2.3		The further classification of unmanned is not yet referenced in UK legislation.	New definition not yet in legislation. Aim to add during amendment in 2013-15. Aircraft are already classified as unmanned on the UK Register database.
Chapter 4		**Location of Nationality, Common and Registration Marks**	
4.2.5		Balloons of not more than 2 metres in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon are exempt from registration and also from the need to carry a fireproof identification plate.	To exclude toy balloons from Registration. All such balloons do not carry a payload and are therefore excluded from Annex 7 section 10.
Chapter 7		**Register of Nationality, Common and Registration Marks**	
7.0		There is no distinct Register of unmanned free balloons. Unmanned free balloons over 2m in any linear dimension are entered on the UK Register of Civil Aircraft.	Unmanned free balloon launches that affect other airspace users are recorded but do not include all the detail specified. All such balloons do not carry a payload and are therefore excluded from Annex 7 section 10.
Chapter 9		**Identification Plate**	
9.2		Non compliance only applies to part a) and part b). Balloons of not more than 2 metres in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon are exempt from registration and also from the need to carry a fireproof identification plate. There is no reference to RPA in the legislation at present.	All such balloons do not carry a payload and are therefore excluded from Annex 7 section 10. It is intended to update the legislation to reference RPA in an amendment during 2013-15.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 8	Airworthiness of Aircraft (9th Edition) (AMDT 100)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Part 1	S	**Definitions** **Performance class 1, 2 and 3 helicopters.** The United Kingdom classifies helicopters as either Category A or B for certification.	Performance classes 1,2 and 3 are covered in JAR-OPS 3. For an operation according to Performance class 1 or 2, a Category A certification is required. Amendment 100 has introduced categories A and B for certification.
Part III **Part IIIA** 2.2.3 **Part IIIB** B.2.7	S	**Large Aeroplanes** The United Kingdom complies except that it does not require the scheduling of landing distance with runway slope.	
Part IIIA 2.2.3 **Part IIIB** B.2.7	S	The United Kingdom complies except that performance is not scheduled for variations in water surface conditions, density of water and strength of current.	The UK requires that the allowable water surface conditions and any necessary water handling procedures for seaplanes be established. However, factors on landing distance are applied by operational rules, where appropriate.
Part IIIA 2.3.4.1	S	In the United Kingdom stall testing with one engine inoperative is not required.	Any issues with stall warning with one engine inoperative would be apparent from the evaluation of the design and during OEI flight testing, especially during evaluation of the manoeuvring margin at V_2. This latter test is carried out by CAA and EASA with asymmetric power, unlike some agencies who allow symmetric setting of OEI thrust levels.
Part IIIA 4.1 **Part IV** 4.1	S	For design of the flight deck the United Kingdom has a means of compliance other than legislation for Human Factor Principles. For the design of other parts of the aeroplane the United Kingdom has no requirement or guidance material for Human Factor Principles.	The added text 'They shall also observe Human Factors principles' means the UK is now only in partial compliance. For design of the flight deck the UK has a means of compliance other than legislation. That is JAA INT/POL/25/14, 'Human Factors Aspects of Flight Deck Design'. Also, the EASA rulemaking plan contains a task which includes the NPA 'Human Centred Design' originally submitted to the JAA by CAA. If this item is adopted into CS 25, this would bring the UK into full compliance.
Part IIIPart IIIA 4.1.6 (b),(g),(h),(i) & **Part IIIB** D.2 (b), (g)3), (h), (i)	S	Part of these provisions implement ICAO's initiative to incorporate security into aircraft design. At this time, the UK has not implemented these requirements. Differences are associated with explosives and incendiary devices being the causal factor.	The UK in conjunction with the EASA member states and the USA has begun work with the purpose of meeting the intent of these ICAO provisions.
Part IIIB F1.1 **Part IVA** 7.1 **Part IVB** F.1.1	S	The United Kingdom does not comply with the Human Factors element.	
Part IIIA 9.2.4 **Part IIIB** G.2.5	S	Not implemented.	JAR 25X1524 reference to limitations on equipment and systems has been deleted from JAR 25 and is therefore not in CS25.
Part IIIA 9.3.5, 11.2 **Part III B** G.3.5, K2	S	These provisions implement ICAO's initiative to incorporate security into aircraft design. At this time, the UK has not implemented these requirements.	The UK in conjunction with the EASA member states and the USA has begun work with the purpose of meeting the intent of these ICAO provisions.
Part IIIA 11.1, 11.3, 11.4 **Part IIIB** K1, K3, K4	S	These provisions implement ICAO's initiative to incorporate security into aircraft design. At this time, the UK has not implemented these requirements.	The UK requires fitment of secure cockpit doors for all aircraft carrying greater than 60 pax or greater than 45,500 kgs. However for flight crew compartment bulkheads, the UK in conjunction with the EASA member states and the USA has begun work with the purpose of meeting the intent of these ICAO provisions.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 8	Airworthiness of Aircraft (9th Edition) (AMDT 100)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Part IIIB B2.7(b)	S	The United Kingdom does not require accelerate-stop distance to be determined with worn brakes for commuter category aeroplanes.	The UK does not require accelerate-stop distance to be determined with worn brakes.
Part IIIB B2.7(e)	S	The UK does not require landing distance to be determined with fully worn brakes. However, the UK requires the landings to be measured over six landings using the same tyres, wheels and brakes so some brake wear is accounted for. Additionally, factors on landing distance are applied by operational rules, where appropriate.	
Part IIIB C.7	S	The UK only requires bird impact to be taken into account for CS 25 Large Aeroplanes and CS 23 Commuter Category aeroplanes Compliance with the ditching requirements are at the discretion of the applicant. In practice, the operational restrictions which would result from a lack of ditching certification, means that most applicants seek to comply.	Compliance with the ditching requirements are at the discretion of the applicant. In practice, the operational restrictions which would result from a lack of ditching certification, means that most applicants seek to comply.
Part III **Part IIIB** D2 (a)	S	The prevention of mis-assembly is not implemented in the United Kingdom.	There are no provisions in CS-25 for misassembly.
Part IIIB I1	S	The United Kingdom does not require account to be taken of developments in the subject of crashworthiness in the design of aeroplanes.	
Part IV 2.2.3.1	S	**Helicopters** In the United Kingdom for Category B helicopters, 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 Category A helicopters.	
Part IV 2.2.3.2(b)	S	In the United Kingdom en-route performance is based on climb performance both for all engines operating and one engine inoperative situations. The case of the two critical power units inoperative for helicopters having three or more engines is not addressed.	
Part IV 4.1.6(f)	S	There are no requirements in the United Kingdom for design precautions to be taken to protect against instances of cabin depressurisation. Unpressurised cabins and compliance with CS 27/ 29.831 ensures compliance with the Standard relating to incapacitation from 'smoke or other toxic gases'.	The UK does not have any pressurised helicopters at this time.
Part IV 2.2.2.1, 2.2.2.2, 2.2.3.1, 2.2.3.1.1, 2.2.3.1.2, 2.2.3.1.3, 2.2.3.1.4 , 2.2.3.3.1, 6.8.1	S	Performance class 1,2 and 3 helicopters. The United Kingdom classifies helicopters as either Category A or B for certification.	Performance classes 1,2 and 3 are covered in JAR- OPS3. For the operation according to Performance class 1 or 2 Category A certification is required . Amendment 100 has introduced categories A and B for certification.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 9	Facilitation (14th Edition) (AMDT 25)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 2		**Entry and Departure of Aircraft**	
2.10	S	In certain circumstances particulars of members of crew and any supernumerary passengers may be required.	
2.12	S	In certain circumstances carriers may be required to provide a passenger list showing the names, date of birth, nationalities and other particulars of passengers.	
2.19	S	General customs supervision should at all times be possible; such supervision may include a document check (Article 13 of the European Union's Customs Code refers).	
Chapter 3		**Entry and Departure of Persons and Their Baggage**	
3.26	R	Normally disembarkation cards must be completed by all passengers except nationals of Member States of the European Economic Area.	
3.29	S	Disembarkation cards must be provided by the carrier at its expense and distributed to all passengers who need to complete them.	
3.38	S	The UK retains the right to introduce export controls in certain circumstances.	
3.45	R	An operator remains liable for the care and custody of passengers and crew, including associated costs, in certain circumstances.	
3.48	S	Where the UK imposes a requirement to provide API, this shall include biographic data, flight details and travel document data.	
3.48.1	S	Where the UK imposes a requirement to provide API, this requirement will apply regardless of whether the information in the passenger's travel document is available in machine readable form.	
3.48.6	R	Failure to provide data on request, without reasonable excuse, may carry a penalty.	
3.65 3.66.1 3.67 3.67.1 3.68	S R R R S	Crew member certificates are not issued by the UK public authorities to crew members of UK airlines, whether or not they are required to be licensed. Identification documents bearing photographs of the holders are issued to UK aircrew members, licensed and unlicensed, by UK airlines and by airport authorities on their behalf, the validity of which may be checked by contacting the issuing authority. UK flight crew licences conform to the specification for personnel licences set forth in paragraph 5.1.1 of Annex 1. The date of birth is also included. Following the introduction of computerised licence issues a photograph of the holder is no longer required, neither is the place of birth nor a statement of the right of re-entry to the State of issue – these items are part of the Annex 9 Appendix 7 crew member certificate but are not called for in paragraph 5.1.1 of Annex 1.	
3.69 3.69.1	R R	The United Kingdom visa requirement is waived in respect of visa nationals who arrive and leave as operational aircrew within seven days.	
3.69.2	R	The United Kingdom requires aircrew who are supernumerary to be in possession of a valid passport or other satisfactory document establishing identity and nationality and, where applicable, a valid visa.	
3.71 3.72	R R	The United Kingdom requires civil aviation inspectors who arrive to conduct inspection duties to be in possession of a valid passport or other satisfactory document establishing identity and nationality and, where applicable, a valid visa.	
3.74	R	Where required UK visas and entry clearances should be obtained prior to travel and a person will normally be refused entry in the absence of the necessary clearance. The Border Force Officer has discretion to waive the requirement for an entry clearance in exceptional circumstances.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 9	Facilitation (14th Edition) (AMDT 25)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
3.75	S	The UK permits transit without visas for passengers who normally require visas, provided that the passenger has: (a) entry facilities for the countries en route and for the final destination; (b) a firm booking to travel by air within 24 hours; (c) no purpose in entering the UK other than to pass through in transit. ***Note:*** *This information is regularly updated in the Travel Information Manual*	
3.77	R	In the United Kingdom children and young persons (minors) are those passengers aged under 18 years of age.	
3.78	R	The United Kingdom visa requirement is waived in respect of visa nationals who arrive and leave as operational aircrew within seven days. The United Kingdom requires aircrew who are supernumerary to be in possession of a valid passport or other satisfactory document establishing identity and nationality and, where applicable, a valid visa.	
Chapter 4		**Entry and Departure of Cargo and Other Articles**	
4.2	R	The European Union's Customs Code and the Implementing Provisions do not foresee waiving the need for a guarantee for transport by road (including airfreight by road); however, provisions exist to authorise a reduction of the guarantee level.	
4.3	S	Under European Union Customs legislation consultation with operators and other parties concerned is not compulsory in every case. Close co-operation and consultation with the operators is however generally sought in order to improve the quality and effectiveness of new regulations and of amendments to existing rules.	
4.15	S	In the UK this provision applies to customs matters for which the 'declarant' is the relevant person. With regard to other policies (such as phyto-sanitary matters, etc) the person responsible for the information concerned may be a person other than the declarant.	
4.22	S	In the European Union a wide range of simplified customs procedures are in practice available for operators as regards export (for example, incomplete declarations, simplified declarations, local clearance procedures – Article 76 of the European Union's Customs Code refers). Some of these procedures are subject to prior authorisation from the customs authorities. As an authorised operator, the exporter is allowed to carry out any number of operations. The authorisation is based on general criteria, for example the ability to ensure that effective checks can be undertaken. Depending on the simplified procedure used, the declarant must be made available to the Customs authorities all of the required documents required for application of the provisions governing the export of goods.	
4.24	S	This Standard, and in particular the words 'at any customs office', does not conform with Article 161 § 5 of the European Union's Customs Code which provides that the export declaration must be lodged where the goods are packed or where the exporter is established.	
4.26	R	The Recommended Practice would seriously frustrate control by public authorities over goods loaded on a departing aircraft. Furthermore, the return of certain goods after their departure would not be guaranteed despite the lodging of a security.	
4.29	S	Currently, no European Union provision determines in which cases the use of simplified arrangements is obligatory or must be granted to the operators. In the European Union a wide range of simplified customs procedures are in practice available for operators as regards export (for example, incomplete declarations, simplified declarations, local clearance procedures – Article 76 of the European Union's customs Code refers). Some of these procedures are subject to prior authorisation from the customs authorities. As an authorised operator, the exporter is allowed to carry out any number of operations.	
4.31	R	While Customs clearance is expedited as far as possible, there may be other agencies involved in the clearance procedure. Customs cannot therefore undertake to re-	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 9	Facilitation (14th Edition) (AMDT 25)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
		lease all goods within three hours of their arrival. One of the objectives of customs is nevertheless to perform checks and release goods within the shortest possible times.	
4.32	R	This Recommended Practice is acceptable in as far as the Contracting States have a common interpretation of the term "part consignment". According to Article 73(2) of the European Union's Customs Code, all the goods covered by the same declaration shall be released at the same time on the understanding that, where a declaration form covers two or more items, the particulars relating to each item shall be deemed to constitute a separate declaration.	
4.36	S	UK and European Union provisions concerning export and transit licences remain applicable, in certain cases, when the goods are redirected to another destination (for example weapons, dual use goods, precursors, etc).	
Chapter 5		**Inadmissible Persons and Deportees**	
5.4	S	An operator is required to remove an inadmissible person in accordance with the directions given by the Border Force Officer.	
5.9.1	S	Under UK legislation, where a passenger is refused entry, the operator will normally be responsible for any detention costs up to a maximum of 14 days unless the passenger is in possession of a current entry clearance/ visa.	
5.11	S	UK legislation requires an operator to remove an inadmissible person to a country of which he is a national or citizen, a country or territory in which he has obtained a passport or other document of identity, a country or territory in which he embarked for the UK or a country or territory to which there is reason to believe that he will be admitted.	
5.11.1	R	A Border Force Officer may direct the carrier as to which country an inadmissible may be removed to.	
5.14	S	Under UK carrier liability legislation a charge may be imposed on the operator if a person arrives without the required documents. However, the operator is not liable if: i. It can show that the required documents were produced when the passenger embarked for the UK; ii. a false document is produced or the passenger impersonates the rightful holder of a document unless the falsity of the document or the impersonation is reasonably apparent; In addition, an operator may apply for Approved Gate Check status at individual ports of embarkation. If the operator satisfies the UK authorities that it meets the published criteria, which include an audited high standard of document checking and security procedures, the UK will normally waive charges relating to persons who arrive with no documents from the station and to a limited number of charges arising from passengers who do not hold current UK visas.	
5.26	S	The UK will co-operate fully with the requesting State to investigate and validate the persons claim to be a British citizen and to resolve the claim quickly, within 30 days if possible.	
5.27	S	This provision only applies where the person concerned is admissible or is to be expelled by the authorities.	
Chapter 8		**Other Facilitation Provisions**	
8.17	S	The UK will establish a National Air Transport Facilitation Programme in 2016 consistent with 8.17. A Facilitation Stakeholders Forum, under Department for Transport chairmanship, aims to meet regularly to discuss relevant issues. The UK strongly supports close co-ordination between civil aviation security and facilitation programmes. The Government itself does not establish facilitation committees at airports. There are, however, national consultative bodies for particular subjects, and ad hoc meetings are arranged when necessary to discuss particular topics. UK law (Section 35 of the Civil Aviation Act 1982) allows the Government to require that	
8.18	S		
8.18.1	R		
8.19	S		
8.20	R		
8.21	R		

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 9	Facilitation (14th Edition) (AMDT 25)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
		adequate facilities for consultation be established at airports. Consultation arrangements have been established under these powers at 51 airports.	

Annex 10	Aeronautical Telecommunications Vol I (Rad io Navigation Aids) (6th Edition) (AMDT 83)		
Reference	**S-Standard R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 2 2.2.1	 S	**General Provisions For Radio Navigation Aids** Whereas the UK is compliant with this requirement for ILS, ILS associated DME, En-route DME, VOR and NDBs it does not require regular flight testing of non-ILS aerodrome DME.	
Chapter 3 3.1.3.3.2	 S	**Specifications For Radio Navigation Aids** Some localisers are promulgated in AIP as having specific areas where signals do not meet specifications.	 This is world-wide standard practice where topography restricts or influences the signals.
3.1.3.3.2.1, 3.1.3.3.2.2 and 3.1.3.3.2.3	S	UK requirements written in terms of usable signal.	
3.1.3.5.3.6	R	Several old CAT I and uncategorised systems do not meet this recommendation.	This is a function of aerial design and cannot be changed by simple adjustment. Airports are advised at flight inspection if their system could give false capture on certain types of receiver. This information is promulgated in the AIP.
3.1.5.1.5	R	Some CAT I systems have reference datum heights between 40 and 50 ft.	To insist on 50 ft at certain airports would reduce the useable runway length too much.
3.1.5.1.6	R	Some CAT 1 systems have a reference datum lower than 40 ft. These facilities are exclusive to particular aircraft types.	To insist on 40 ft at certain airports would reduce the useable runway length too much.
3.1.5.3.1	S	The UK accepts that some G/P have restricted coverage - this is published in AIPs for each specific system.	This is world-wide standard practice where topography restricts or influences the signals.
3.1.7.7.2	R	A few older beacons may not meet this recommendation.	There are very few markers in the UK. The old facilities will soon be replaced by DME or modern markers which meet the recommendation.
3.4.6.4	R	The UK allows a fall of up to 0.5 dB.	To achieve no fall in carrier when modulating is almost impossible. The UK requirement is practical and has no discernable effect on aircraft equipment.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 10	Aeronautical Telecommunications Vol II (Communications Procedures including those with PANS status) (6th Edition) (AMDT 83)		
Reference	**S-Standard R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 3		**General Procedures for the International Aeronautical Telecommunication Service**	
3.5.1.1	S	UK complies only at ATC units and recommends compliance at certain AFIS units.	
3.5.1.1.1	R	UK complies only at ATC units and recommends compliance at certain AFIS units.	
Chapter 5		**Aeronautical Mobile Service - Voice Communications**	
5.2.1.4.1.1	S	On safety grounds in order to reduce 'level busts', Flight Levels ending in hundreds are transmitted as 'HUNDRED' eg, 'FLIGHT LEVEL ONE HUNDRED' in order to differentiate from Flight Level one one zero.	
5.2.1.5.8	S	CONTACT shall have the meaning 'Establish communications with...(your details have been passed)'... Additional word - FREECALL shall have the meaning 'Call (unit)..(your details have not been passed)'. Mainly used by military ATC. In the UK the additional term PASS YOUR MESSAGE is used	Shortens a pilots first call on the next ATS unit/frequency as he/she knows he/she does not have to pass full details. Informs the pilot he/she will have to pass full details to the next ATS unit/ frequency on first contact.
5.2.1.7.1.2	S	Approach control radar arrivals = DIRECTOR/ARRIVAL (when approved). Precision approach radar = TALKDOWN HOMER (not used in UK). Ground movement planning = DELIVERY.	
5.2.1.7.2.1.1	S	Type (b) in UK is the telephony designator of the aircraft operating agency, followed by the full registration marking of the aircraft.	
5.2.1.7.2.2.1	S	In the UK, the name of either the aircraft manufacturer, or name of the aircraft model, or name of the aircraft category (eg helicopter or gyrocopter) may be used as a prefix to the callsign.	To aid recognition by the ground station and/or other aircraft that the aircraft transmitting is of a particular category and may manoeuvre differently or require special handling. UK Difference Filed.
5.2.1.7.3.2.3	S	Whereas the calling aeronautical station's call sign followed by the answering station's call sign shall be considered an invitation to proceed with a transmission, the UK additionally uses the phrase 'Pass Your Message'. Under certain circumstances the answering ground station may omit its call sign.	It has been shown that omitting the ground station call sign may improve safety standards at busy ATC units.
5.2.1.7.3.3.2	S	Abbreviated callsign required to be used by a/c station as a minimum.	
5.2.1.9.2.3	S	The following method of acknowledging receipt is not used in UK. 'The callsign of the aircraft followed if necessary by callsign of the aeronautical station' (ICAO) (CALLSIGN) ROGER is used in the UK.	UK procedures in accordance with the examples in ICAO Doc 9432, para 2.8.1.6 and 3.3.2, which are different to those described in this paragraph.
5.2.1.9.2.3.1	P	This method of acknowledging position reports is not used in UK.	UK uses procedures in accordance with the examples in ICAO Doc 9432 (1990), para 2.8.1.6 and 3.3.2 which are different to those described in this paragraph.
5.2.2.1.3	S	VHF emergency channel 121.5 MHz not routinely monitored at civil aerodromes in the UK, however, it is monitored 24 hrs at Area Control Centres and covers most of UK above 3000 ft amsl.	121.500 MHz is to be monitored at international aerodromes if D&D are unable to monitor to circuit altitude.
6.2.1	R	Para (2) 'true heading to be steered by the aircraft, with no wind, to head for the direction-finding station' not usually provided in UK.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 10	Aeronautical Telecommunications Vol III Part 1 (Digital Data Communication Systems) and Part 2 (Voice Communication Systems) (2nd Edition) (AMDT 83)		
Reference	**S-Standard R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Part II **Chapter 2** 2.2.1.2	R	**Aeronautical Mobile Service** The UK interprets 'On a high percentage of occasions' to be the 95 percentile value and thus requires the effective radiated power to be such as to provide a field strength of at least 188 microvolts per metre (minus 101 dBW/m2).	
2.2.2.2	S	The UK specifies receiver sensitivity in terms of the minimum level of input signal (dBm), modulated 30% by a sinewave of 1 kHz, applied to the receiver which is required to produce a SINAD ratio of 12 dB at the audio output measured with a psophometric filter.	
2.2.2.3	S	The UK requirement includes both 25 kHz and 8.33 kHz channels spacing specified in values of kHz and not percentage of the assigned frequency.	
2.3.1.2	S	The UK does not specify the effective radiated power, but provides for classes of transmitter grouped into two classifications of 16 Watts and 4 Watts Minimum Output Power, having an estimated radio-line-of- sight distances of 200 nm and 100 nm respectively. A recommendation that the output power be limited to 25 Watts to reduce interference is also made.	
2.3.1.3	S	The UK does not specify the adjacent channel power but defines a spectral mask for the transmitter occupied spectrum.	
2.3.1.4	S	The UK specifies the modulation as 'not less than 70%' when modulated by a 1000 Hz audio frequency signal.	
2.3.2.1	S	The UK does not define the frequency stability of receiver.	
2.3.2.2.1	R	The UK specifies the sensitivity in terms of a radio frequency input signal not exceeding 10 microvolts (-93 dBm), with 30% modulation at 1000 Hz to produce a signal plus noise to noise ratio of 6 dBm with an audio output power not less than 10 dB below the declared output power.	
2.3.2.3	S	The UK does not state the effective acceptance bandwidth but defines the effective bandwidth relative to the selected channel frequency of the receiver at the 6 dB and 60 dB points.	
2.3.2.4	S	The UK does not state the effective acceptance bandwidth but defines the effective bandwidth relative to the selected channel frequency of the receiver at the 6 dB and 60 dB points.	
2.3.2.5	S	The specification the UK applies only states the adjacent channel rejection for 8.33 kHz channel spacing. For 8.33 kHz channel spacing an adjacent channel rejection of 45 dB is specified at the first upper and lower adjacent channels for defined desired and interfering signals.	
2.3.2.6	R	The UK does not specify the adjacent channel rejection for 25 kHz, 50 kHz or 100 kHz channel spacing.	
2.3.2.8.1	S	Interference from adjacent channel VDL is not specified in UK requirements.	
2.3.2.8.2, 2.3.2.8.3, 2.3.2.8.4 & 2.3.2.8.4.1	S	Not yet implemented.	
2.3.3.1, 2.3.3.2 & 2.3.3.3	S	The UK requires that for aircraft (including helicopters) of 5700 kg MTWA or less non-immune VHF Comm receivers may be permitted and the aircraft permitted to operate under IFR provided that crews are alerted to potential sources of interference.	This reflects the much perceived much reduced risk posed to comm. receivers as compared to ILS and VOR receivers. No evidence notified to date to justify a reconsideration of this relaxation.
2.3.3.4	S	The UK requires that for aircraft (including helicopters) of 5700 kg MTWA or less non-immune VHF Comm receivers may be permitted and the aircraft permitted to operate under IFR provided that crews are alerted to potential sources of interference.	This reflects the much perceived much reduced risk posed to comm. receivers as compared to ILS and VOR receivers. No evidence notified to date to justify a reconsideration of this relaxation.
Chapter 5		**SSR Mode S Air-Ground Data Link**	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 10	Aeronautical Telecommunications Vol III Part 1 (Digital Data Communication Systems) and Part 2 (Voice Communication Systems) (2nd Edition) (AMDT 83)		
Reference	**S-Standard R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
5.1.9	S	Neither the UK CAA nor UKMCA require the provision of an e- mail address. The manufacturer assigned serial number is required to relate to a unique beacon identification when it is used with a COSPAS SARSAT type approval certificate and so the COSPAS SARSAT approval number may be obtained indirectly. Neither the UK CAA nor UKMCA require the provision of information relating to aircraft colour. We do, however, require information relating to max POB.	

Annex 10	Aeronautical Telecommunications Vol IV (Surveillance Radar and Collision Avoidance Systems) (4th Edition) (AMDT 83)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 2 2.1.3.2.1	S	**General** The UK does not comply with this paragraph as it currently mandates the carriage and operation in designated airspace only. Non-Mode C transponders are still used outside of this airspace.	
Chapter 4		**Airborne Collision Avoidance System (ACAS)** ACAS systems certified in accordance with DO-185A which does not address all ICAO parameters.	DO-185B being produced which will match current ICAO standards.

Annex 10	Aeronautical Telecommunications Vol V (Aeronautical Radio Frequency Spectrum Utilization) (2nd Edition) (AMDT 79)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 4 4.1.1	S	**Utilization of Frequencies above 30 MHz** VHF communications frequencies are planned in accordance with planning agreements reached within Europe. These agreements do not respect the table of allocations given in Annex 10.	To maximise the number of frequency assignments and planning efficiency that can be achieved.
4.1.3.1.1	S	The UK encourage the use of practice PAN calls on 121.5 MHz in contradiction with the Annex 10 requirement for the frequency to only be used in genuine emergencies.	To ensure pilot familiarity with the process.
4.1.8.1.3	R	Within Europe the bands 131.400 - 132.000 & 136.800 - 136.875 MHz inclusive are designated for operational control communications. This has been agreed at a European regional level and hence frequencies to meet aircraft operating obligations under Annex 6 may not be assigned in the band 128.825 - 132.025 MHz.	To maximise the number of frequency assignments and planning efficiency that can be achieved.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 11	Air Traffic Services (Air Traffic Service, Flight Information Service and Alerting Service) (13th Edition) (AMDT 48)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 1	S	**Definitions** **Area control centre.** 'Area control centre' means an air traffic control unit established to provide an area control service to aircraft flying within a notified flight information region which are not receiving an aerodrome control service or an approach control service.	
	S	**Automatic terminal information service (ATIS).** The UK requires the provision of current, routine information to arriving and departing aircraft by means of continuous and repetitive broadcasts throughout the day or a specified portion of the day.	
	S	**Controlled aerodrome.** The United Kingdom does not use this term but lists in the AIP those aerodromes at which air traffic control service is provided.	This is a long-standing UK Difference. There is no intention for the UK to adopt this term.
	S	**Final approach.** The UK definitions states: That part of an instrument approach from the time the aircraft has either crossed the specified final approach fix established on the final approach track or where no final approach fix is specified has: (a) completed the last procedure turn or base turn, where one is specified, or (b) intercepted the last track specified for the procedure, until either: (i) the aircraft has landed, (ii) a position is reached from which the approach can be completed by visual reference, or (iii) a missed approach procedure is initiated.	
	S	**Flight crew member.** In the UK, 'Flight crew' in relation to an aircraft means those members of the crew of the aircraft who respectively undertake to act as pilot, flight navigator, flight engineer and flight radiotelephony operator of the aircraft.	
	S	**Pilot-in-command.** In the UK, Pilot in command in relation to an aircraft means a person who for the time being is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft.	
Chapter 2 2.2	S	**General** b) The UK requirements state assist as opposed to prevent.	
2.5.2.2.1	S	The UK does not designate Class B, C or D Airspace in all portions where an ATC service is provided to IFR flights.	
2.5.2.2.1.1	S	The UK does not designate Class B, C or D Airspace in all portions where an ATC service is provided to VFR flights (see UK CAP 493, Section 1, Chapter 1)	
2.5.2.3	S	The UK does not use the term Controlled Aerodromes.	
2.6.1	S	In applying FUA, the UK permits gliders to operate VFR in notified portions of controlled airspaces. When such activity occurs such airspace is segregated from other GAT, and ATC provides separation from the segregated airspace.	Where gliders are permitted to operate in Class A (or any other controlled airspace) Airspace under Flexible Use of Airspace arrangements, this is on the basis of agreed Letters of Agreements, whereby gliding activity is segregated from GAT, which is in turn provided with separation from the segregated airspace.
2.6.3	S	Implementing Regulation (EU) No 923/2012 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. Class G Airspace. The UK does not require continuous two-way communications under IFR.	Implementing Regulation (EU) No 923/2012 SERA.6001.
2.7.1 and 2.7.3	S	Not yet implemented.	UK material will be updated to reflect PBN operations and associated definitions following EUR Regional agreement on adoption of terms etc.
2.7.2	R	Not yet implemented.	UK material will be updated to reflect PBN operations and associated definitions following EUR Regional agreement on adoption of terms etc.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 11	Air Traffic Services (Air Traffic Service, Flight Information Service and Alerting Service) (13th Edition) (AMDT 48)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
2.8.1 and 2.8.2	S	Not yet implemented.	No EUR Region requirements specified in Doc 7030.
2.10.2.3	S	UK does not apply VFR cruising levels.	
2.10.3.2.2	R	UK does not apply VFR cruising levels as the lower limit. A level is chosen appropriate to the circumstances.	
2.10.3.3	S	UK does not apply VFR cruising levels.	Limits of UK airspace structures are determined on the basis of justified operational requirements.
2.10.5.5	R	UK does not use VFR cruising levels.	Control zone/area limits are chosen to meet the circumstances of the relevant zone/area.
2.11.1	S	The UK does not fully comply - London and Scottish centres are prime examples.	
2.11.3	R	ACC Areas of responsibility have been predicated on operational efficiency and can change with changing operational demands.	
2.12.4	S	The majority of ATS route designators have been changed to comply with Appendix 1 requirements.	Changes are timed as an element of the Eurocontrol Area Route Network development. Changes to route designators in dense/complex airspace are timed to coincide with major structural airspace changes.
2.12.5	S	In the UK, the basic indicator for standard arrival routes is the name code of the holding facility or fix where the arrival route terminates.	
2.19.1	S	Data integrity cannot be accurately measured.	With the data management systems that are currently in place it is not possible to accurately measure the integrity of published aeronautical information against the integrity levels required. The UK is, nevertheless, satisfied that available data can be safely used. Work is underway in the UK to develop a strategy for the implementation of a national aeronautical data collection and management system.
2.19.2	S	Data integrity cannot be accurately measured.	With the data management systems that are currently in place it is not possible to accurately measure the integrity of published aeronautical information against the integrity levels required. The UK is, nevertheless, satisfied that available data can be safely used. Work is underway in the UK to develop a strategy for the implementation of a national aeronautical data collection and management system.
2.19.3	S	CRC wrapping is not employed at every stage while data is in transit.	Will be addressed within the National aeronautical data collection- and management system once it is developed.
2.19.4	R	CRC wrapping is not employed at every stage while data is in transit.	Will be addressed within the National aeronautical data collection- and management system once it is developed.
2.21.4	S	Data integrity cannot be accurately measured.	With the data management systems that are currently in place it is not possible to accurately measure the integrity of published aeronautical information against the integrity levels required. The UK is, nevertheless, satisfied that available data can be safely used. Work is underway in the UK to develop a strategy for the implementation of a national aeronautical data collection and management system.
2.24.2.1 and 2.24.2.2	S	Detailed National arrangements exist which safely satisfy Annex 11 requirements however, due to the security classification, the associated documentation is only released to relevant personnel.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 11	Air Traffic Services (Air Traffic Service, Flight Information Service and Alerting Service) (13th Edition) (AMDT 48)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
2.25.5	S	Implementing Regulation (EU) No 923/2012 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 half minute'. In most cases the correct time is obtained through alternative arrangements.	Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1) In most cases the correct time is obtained through alternative arrangements.
2.27.2	S	The UK is at an advanced stage in its R&D programme to establish and apportion a TLS for UK ATM.	For the UK FIRs the acceptable level of safety will be developed as part of the Single European Sky initiative through compliance with the EC Common Requirements Regulation as European Law. Acceptable level of safety for the Shanwick Oceanic and RVSM airspace (including Oceanic and Domestic TLS) will be developed in a coordinated manner through the North Atlantic Systems Planning Group (NAT SPG).
Chapter 3	S	**Air Traffic Control Service** **SERA.5010 Special VFR in Control Zones** Implementing Regulation (EU) No 923/2012, paragraph SERA.5010 specifies: 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 medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied: (a) by the pilot: (1) clear of cloud and with the surface in sight; (2) the flight visibility is not less than 1500 m or, for helicopters, not less than 800 m; (3) at 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 (b) by ATC: (1) during day only, unless otherwise permitted by the competent authority; (2) the ground visibility is not less than 1500 m or, for helicopters, not less than 800 m; (3) the ceiling is not less than 180 m (600 ft).	Implementing Regulation (EU) No 923/2012 SERA.5010.
3.1	S	In applying FUA, the UK permits gliders to operate VFR in notified portions of controlled airspaces. When such activity occurs such airspace is segregated from other GAT, which is provided with at least standard separation from the segregated airspace.	Where gliders are permitted to operate in Class A (or any other controlled airspace) Airspace under Flexible Use of Airspace arrangements, this is on the basis of agreed Letters of Agreements, whereby gliding activity is segregated from GAT, which is in turn provided with separation from the segregated airspace.
3.3	S	Implementing Regulation (EU) No 923/2012 SERA.8005(b) specifies: (b) Clearances issued by air traffic control units shall provide separation: (1) between all flights in airspace Classes A and B; (2) between IFR flights in airspace Classes C, D and E; (3) between IFR flights and VFR flights in airspace Class C; (4) between IFR flights and special VFR flights; (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 3050 m (10000 ft) during climb or descent, during day in visual meteorological conditions.	Implementing Regulation (EU) No 923/2012 SERA.8005(b).
3.4.2	S	The ICAO requirement to be referenced in the relevant CAA publication or the requirement to be promulgated.	
3.6.2.1	S	The ICAO requirement to be referenced in the relevant CAA publication or the requirement to be promulgated.	
3.6.2.3	S	Not yet implemented.	Difference to be assessed and final course of action determined April 2009.
3.7.2.1	S	Supersonic flight in the UK is limited to flights under the control of Military Authorities.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 11	Air Traffic Services (Air Traffic Service, Flight Information Service and Alerting Service) (13th Edition) (AMDT 48)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
3.7.2.2	R	Supersonic flight in the UK is limited to flights under the control of Military Authorities.	
3.7.3.1	S	Implementing Regulation (EU) No 923/2012 SERA.8015 specifies: (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.	Implementing Regulation (EU) No 923/2012 SERA.8015.
3.7.3.1.1	S	Implementing Regulation (EU) No 923/2012 SERA.8015(e)(2) specifies: (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.	Implementing Regulation (EU) No 923/2012 SERA.8015(e)(2).
3.8.4		**Right of way on the ground Rule 42** (1) This rule shall apply to flying machines and vehicles on any part of a land aerodrome provided for the use of aircraft and under the control of the person in charge of the aerodrome. (2) Notwithstanding any air traffic control clearance it shall remain the duty of the commander of a flying machine to take all possible measures to ensure that his flying machine does not collide with any other aircraft or vehicle or with any obstacle. (2A) Where a flying machine is being towed on the ground and the commander of the flying machine is not on board, then notwithstanding any air traffic control clearance it is the duty of the person in charge of the vehicle towing the flying machine to take all possible measures to ensure that the aircraft does not collide with any other aircraft or vehicle or with any obstacle. (3) Flying machines and vehicles shall give way to aircraft which are taking off or landing. (4) Vehicles and flying machines which are not taking off or landing shall give way to vehicles towing aircraft. (5) Vehicles which are not towing aircraft shall give way to aircraft.	Difference to be addressed as part of the adoption of SERA early 2014.
Chapter 5		**Alerting Service**	
5.2.1, 5.2.2 and 5.2.3	S	Not yet implemented.	
5.2.2.1	R	Not yet implemented.	
5.3, 5.4, 5.5.1 and 5.5.2	S	Not yet implemented.	
Chapter 6		**Air Traffic Services Requirements for Communications**	
6.2.2.3.7	S	Automatic recording is not available in each and every case in the UK.	
6.4.1.1	S	Not all surveillance data utilised for ATS in the UK is automatically recorded.	The recording of surveillance data in the UK remains a recommendation. However the UK is partially compliant in that UK surveillance data used for en-route control by the National Service Provider is recorded. Also the surveillance data used at most major UK airports for terminal control is recorded. Ground or surface movement surveillance data and surveillance data utilised by non-major airports is typically not recorded. The UK however is encouraging all service providers with surveillance systems (including ground movement)to install recording arrangements and is planning to mandate this through UK legislation changes, if

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 11	Air Traffic Services (Air Traffic Service, Flight Information Service and Alerting Service) (13th Edition) (AMDT 48)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
			necessary. This will include consultation with service providers and manufacturers including an assessment of cost implications.
Chapter 7 7.1.3.5 and 7.1.4.5	R	**Air Traffic Services Requirements for Information** The UK has not adopted this recommendation.	No regulatory requirement at present suggest we consider filing difference for now and pursue issue through CAA Met Services Regulation WG.

Annex 12	Search and Rescue (7th Edition) (AMDT 17)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 1		**Definitions** **Pilot-in-Command.** In United Kingdom legislation, 'Pilot-in-command' in relation to an aircraft means a person who for the time being is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft.	

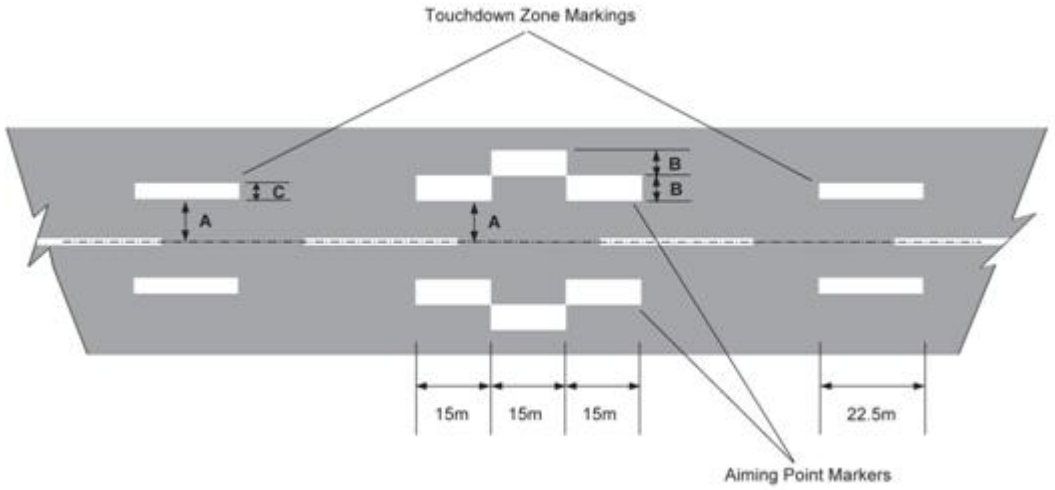
Annex 13	Aircraft Accident and Incident Investigation (9th Edition) (AMDT 10)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
NIL			

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 14	Aerodromes Vol I (Aerodrome Design and Operations) (4th Edition) (AMDT 9)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 1		**General**	
1.2.2	S	UK requires most types of aircraft operations for the purpose of Public Transport of Passengers and flying training to use an aerodrome licensed by the CAA or a Government aerodrome. However, neither cargo-only nor maintenance flights are required to use a licensed aerodrome and there is no requirement for Annex 14 to apply to Government aerodromes.	Government aerodrome means any aerodrome in the UK which is in the occupation of any Government Department or visiting force.
1.4	S	UK uses the term Public Transport of Passengers or flying training as the trigger for certifying. There is no requirement to certify Government aerodromes (see 1.2.2).	The UK uses the term 'licensing' as meaning the same as the ICAO term 'certification'.
1.5.2	S	The UK has an overall safety goal but has not yet established an acceptable level of safety with each aerodrome operator.	The UK has established a working group to develop a plan for the implementation of this standard.
1.7	S	UK determines code number in accordance with characteristics of the aerodrome. UK uses the greater of TODA/ASDA to determine the reference code number. Column (2) ARFL is replaced by 'greater of TODA/ASDA'.	UK considers the use of TODA/ASDA to be more relevant.
Chapter 2		**Aerodrome Data**	
2.7.1	S	The UK does not require pre-flight altimeter check locations to be established.	Flight Operational procedures require the pre-flight checks to involve setting the QNH on all the barometric altimeters (usually 3) and checking that the height displayed is approximately correct and there is no major discrepancy between them.
2.9.9	S	UK does not provide friction co-efficient values for measurements made on uncompacted snow or slush.	The UK considers friction measurement is unreliable in such conditions..
Chapter 3		**Physical Characteristics**	
3.6.4	R	UK allows 2% up slope where the codes are 1 and 2.	Only permitted after aeronautical study determines acceptability.
3.9.8	R	The UK allows the minimum distance between taxiway centre-line and taxiway centre-line for Code F to be 95 m, and taxiway centreline and object to be 55 m.	This is in line with the research and recommendations from the ICAO Aerodromes Panel and the notification in ICAO SL07-54.
3.12.3 & 3.12.9	S	UK permits the location of a runway-holding position that will cause an infringement of the OLS, but not the OFZ, by a manoeuvring aircraft.	Permissible only if no interference occurs and the impact of the infringement is addressed in the calculation of the OCA/H.
3.15	R	The UK requires only that the aerodrome operator ensures that aircraft de-icing/anti-icing is available where icing conditions are expected to occur. Specific de-icing/anti-icing facilities are not required in the UK. Difference also applies to the marking and lighting of de-icing/anti-icing facilities.	Individual aerodrome's provisions for de/anti-icing are assessed in view of local conditions.
Chapter 5		**Visual Aids for Navigation**	
5.1.1.5	R	Illuminated wind direction indicators are required only at aerodromes serving scheduled public transport operations at night	
5.2.5.5	S	UK uses a broken stripe, with the mid-point offset to the outside of the stripe, by the width of the stripe as shown below.	a. The shape of the marking means that 1/3rd of it is outside the centre 3rd of the runway and is therefore less prone to rubber contamination. b. The marking is more easily identifiable as it differs from the TDZ markings. c. It provides enhanced visual cues for the angle of approach.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 14	Aerodromes Vol I (Aerodrome Design and Operations) (4th Edition) (AMDT 9)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**



Runway Width (m)	Distance A Rwy C/ L To Marker (m)	Marker Width B (m)	Marker Width C (m)
45	9	5.5	3
30	3	5	3
23	5	2.5	1.5
18	3	2.5	1.5

5.2.8.3	S	UK does not require or specify taxiway markings on runways used as a taxiway.	Runway markings are considered adequate.
5.2.12	S	UK does not require or specify VOR aerodrome checkpoints, nor therefore VOR aerodrome checkpoint signs (5.4.4).	VOR equipment is checked electronically.
5.3.5.3	S	UK requires only APAPI or PAPI.	UK considers T- VASIS and AT-VASIS are not acceptable for public transport operations.
5.3.9.4	S	UK does not give 3 m discretion. The lights are located along the edges of the area declared for use as the runway.	Does not promote the use of non-load bearing or unsuitable surface.
5.3.11.2	S	UK does not give 3 m discretion. The lights are located along the edges of the area declared for use as the runway.	Does not promote the use of non-load bearing or unsuitable surface.
5.3.16.1	S	Centre-line lights are not required between the taxiway centre-line and the stop position on the stand.	UK requires conspicuous centre-line markings, stand lead-in arrows and docking guidance, which provide adequate guidance.
5.3.16.7	S	UK uses amber/green taxiway centre-line lights both ways within the ILS protected area.	The pattern is intended to remind pilots/drivers when they are within the ILS protected areas whichever direction they are travelling.
5.3.16.18	R	UK requires taxiway centre-line lights 15 m spacing in RVR 200 m & above, 7.5 m spacing in RVR <200 m	
5.3.20	S	The UK does not make any distinction between stop bars and Intermediate holding position lights.	Stop bar specifications apply. Stop bars are provided at those aerodromes operating in RVR <800 m.
5.3.25	S	The UK does not specify requirements for Aircraft stand manoeuvring guidance lights.	A visual docking guidance system or marshaller is normally used, and the UK requires adequate illumination to be provided across the apron area.
5.3.26.4	S	(b) an amber light system meeting the characteristics of Runway Guard Lights is used instead.	The UK specifies for option (b) lights meeting the configuration of runway guard lights are installed to provide consistency for airside drivers at all locations when entering a runway. An amber light indicates caution at an

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 14	Aerodromes Vol I (Aerodrome Design and Operations) (4th Edition) (AMDT 9)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
			uncontrolled crossing. A red light should not be crossed without a clearance.
5.4.1.2	S	UK does not currently permit variable message signs.	UK does not regard the technology, suitability and safety of such signs to be sufficiently mature.
5.4.3.4	S	Not used in UK. The UK uses a location sign reversed onto the runway holding position sign.	The UK believes that the location sign format and location is understood and applied across aerodromes.
5.4.5	R	UK does not require or specify aerodrome identification signs.	
Chapter 7		**Visual Aids For Denoting Restricted Use Areas**	
7.2.2	R	Inner edge of the taxi side stripe marking indicates the outer edge of the load bearing surface.	The UK does not promote the use of non-load bearing or unsuitable surface.
Chapter 9		**Aerodrome Operational Services, Equipment and Installations**	
9.2.11	R	At all aerodromes, up to a maximum of 50% of the complementary extinguishing agents may be replaced by water for the production of a foam meeting performance level 'B'. For the purposes of substitution the following rates will apply: 1 kg Dry Chemical Powder or halogenated hydrocarbon = 1 litre water 2 kg Carbon Dioxide = 1 litre water.	UK CAA maintains that to eliminate the provision of foam as an extinguishing agent is unsound. Complementary agents have a transitory effect and do not confer post-fire security. 9.2.11(a) and 9.2.11(b) are not adopted by UK CAA at licensed aerodromes. UK CAA recognises the value of foam as an extinguishing agent, in some cases more valuable than transitory complementary agents. Performance level B foams are considered as an effective replacement for some of the complementary agents.
9.2.19	R	UK only requires 100% reserve of complementary agent.	The UK accepts the operational reasons for 200% of foam concentrate to maintain security but believes that a reserve of 200% of complementary media is not required to sustain safe operations.
9.8.7	R	The UK does not require surface movement radar to be provided for use in RVR conditions less than 350 m.	If SMR is not provided, operational limitations apply to ensure separation. SMR may be used in normal visibilities (eg at night) and is not limited only to poor visibility conditions.

Annex 14 Volume II: Heliports				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
3.1.24, 3.1.44, 3.1.46, 3.1.59, 3.2.24, 3.2.43, 3.3.10, 3.4.12	Standard	Less protective or partially implemented or not implemented	All parts of the Standards are implemented with the exception of the requirement for object frangibility.	The UK does not accept that these objects can be frangible to all parts of a helicopter – in particular the tail section (rotor, stinger).
3.3.4	Standard	Less protective or partially implemented or not implemented	Where, subject to appropriate risk assessment, new helicopter types or type variants seek use of helideck designs which are less than 1D, 3.3.4 b) may be applied even to helicopters having a MTOM > 3175 kg.	New helicopter types may be introduced to the UK sector which, in some cases, exceed the D-value of helidecks on existing assets (commonly known as a sub-1D operation). Provided a risk assessment for sub-1D operations can be satisfied on a case-by-case basis, it is acceptable for the dimensions of the TLOF to drop below 1D, even when serviced by a helicopter type with a MTOM which is > 3175 kg.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 14 Volume II: Heliports				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
3.3.12	Standard	Less protective or partially implemented or not implemented	The Standard is being applied to new builds completed on or after 14 November 2013.	For existing installations with a D-value of 16.00 m or less, a review of essential objects in the OFS has been instigated with a view to limiting obstruction heights to as low as reasonably practicable.
3.3.13	Standard	Less protective or partially implemented or not implemented	For existing sub-1D operations, to achieve adequacy of visual cues, except for the very smallest helidecks, the height of essential lighting is limited to 15 cm.	Sub-1D operations are limited to existing installations only. Currently there are no 5 cm perimeter lights and floodlights available in the marketplace capable to achieve 5.3.9.20 and 5.3.9.22.
3.3.14	Standard	Different in character	2.5 cm height limit based on max permitted height of the circle-H lighting components or helideck landing net each prior to installation. Where an operational need exists to install both systems a 2.5 cm height limit may be assumed for each component in isolation. Acceptance is applied only for helidecks used exclusively by wheeled helicopters where the threat of dynamic rollover is not an issue.	The safety issue addressed by 3.3.14, as confirmed by the accompanying Note, is to mitigate the incidence of dynamic rollover for helicopters equipped with skids due to the presence of nets or raised light fittings above the surface of the TLOF. For the installed height of lighting the UK allows some small leeway for the installed height of components (segments, subsections, lighting elements and associated cabling) to marginally exceed 2.5 cm where a TLOF is serviced exclusively by helicopters with wheeled undercarriages. Helideck nets are acceptable where knots do not exceed 2.5 cm prior to installation.
3.4.14	Standard	Less protective or partially implemented or not implemented	This Standard is being applied to new builds completed on or after 14 November 2013.	For existing installations with a D-value of 16.00 m or less, a review of essential objects in the OFS has been instigated with a view to limiting obstruction heights to as low as reasonably practicable.
3.4.15	Standard	Less protective or partially implemented or not implemented	For existing sub-1D operations, to achieve adequacy of visual cues the height of essential lighting is limited to 25 cm.	Sub-1D operations are limited to large yachts only (administered through MCA LY2). Currently there are no 5 cm perimeter lights and floodlights available in the marketplace capable of meeting this requirement.
3.4.16	Standard	Different in character	2.5 cm height limit based on max permitted height of the circle-H lighting components or landing net each prior to installation. Where an operational need exists to install both systems a 2.5 cm height limit may be assumed for each component in isolation. Acceptance is applied only for shipboard heliports used exclusively by wheeled helicopters where the threat of dynamic rollover is not an issue.	The safety issue addressed by 3.4.16 is to mitigate the incidence of dynamic rollover for helicopters equipped with skids due to the presence of nets or raised light fittings above the surface of the TLOF. For the installed height of lighting, the UK allows some small leeway for the installed height of components (segments, subsections, lighting elements and associated cabling) to marginally exceed 2.5 cm where a TLOF is serviced exclusively by helicopters with wheeled undercarriages. Helideck nets are acceptable where knots do not exceed 2.5 cm prior to installation.
4.2.7 4.2.10	Standard	More exacting or exceeds	The UK does not permit heliport designs with only a single approach and take-off climb surface.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 14 Volume II: Heliports				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
5.2.16.10	Standard	Less protective or partially implemented or not implemented	Air taxiway markers are not required to be frangible to all parts of the helicopters.	The UK does not accept that air taxi markers can be frangible to all parts of a helicopter - in particular the tail section (rotor, stinger). The likelihood of a strike is considered very remote.
5.3.5.4	Standard	Less protective or partially implemented or not implemented	Not fully implemented – a Visual Alignment Guidance System is not required to be frangible to all parts of the helicopters.	The UK does not accept that a VAGS can be frangible to all parts of a helicopter - in particular the tail section (rotor, stinger). The likelihood of a strike is considered very remote.
5.3.6.5	Standard	Less protective or partially implemented or not implemented	Not fully implemented – a Visual Alignment Guidance System is not required to be frangible to all parts of the helicopters.	The UK does not accept that a VAGS can be frangible to all parts of a helicopter - in particular the tail section (rotor, stinger). The likelihood of a strike is considered very remote.
5.3.7.3	Standard	Different in character or other means of compliance	Where the TLOF is not located within the FATO, the lighting of the FATO may consist of green perimeter lights (in lieu of white lights).	For heliports located in a light rich environment of a city, town or settlement, research conducted in a light rich offshore environment has indicated more effective acquisition of the heliport by use of green perimeter lighting.
5.3.9.11	Recommendation	More exacting or exceeds	The UK requires that both the TD/PM circle and heliport identification marking be illuminated.	A new lighting scheme comprising a lit TD/PM circle and a lit heliport identification 'H' marking has been developed and will be fully implemented by 2018.
5.3.9.20	Recommendation	More exacting or exceeds	UK specification is more demanding at lowest elevations.	
6.1.7	Recommendation	More exacting or exceeds	The UK requires the minimum discharge capability for elevated H1 operations to be 500 L/min for two minutes delivered through a system of two fixed monitors.	The requirement for a single hose-line capable of discharging foam at 250 L/min is not considered sufficient for H1 operations at an elevated heliport.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 15 Aeronautical Information Services (14th Edition) (AMDT 37)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C1 1.1	Definition: Aerodrome	Different in character or other means of compliance	Aerodrome — (a) means any area of land or water designed, equipped, set apart or commonly used for affording facilities for the landing and departure of aircraft; and (b) includes any area or space, whether on the ground, on the roof of a building or elsewhere, which is designed, equipped or set apart for affording facilities for the landing and departure of aircraft capable of descending or climbing vertically; but (c) does not include any area the use of which for affording facilities for the landing and departure of aircraft has been abandoned and has not been resumed.	Definition published within the UK ANO, which takes precedence within the UK.
C1 1.1	Definition: Danger Area	Different in character or other means of compliance	Airspace which has been notified as such within which activities dangerous to the flight of aircraft may take place or exist at such times as may be notified.	Definition published within the UK ANO, which takes precedence within the UK.
C1 1.1	Definition: Manoeuvring Area	More exacting or exceeds	That part of an aerodrome provided for the take-off and landing of aircraft and for the movement of aircraft on the surface, excluding the apron and any part of the aerodrome provided for the maintenance of aircraft.	Definition published within the UK ANO, which takes precedence within the UK.
C1 1.1	Definition: Movement Area	More exacting or exceeds	That part of an aerodrome intended for the surface movement of aircraft including the manoeuvring area, aprons and any part of the aerodrome provided for the maintenance of aircraft.	Text revised to more accurately reflect the area of applicability within the UK.
C1 1.2.1.3	Standard	Different in character or other means of compliance	Geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in the specified ICAO Annexes is not identified by an asterisk.	Publication software for the UK eAIP prevents the use of an asterisk and an alternative means of identification is used in the UK IAIP.
C1 1.2.1.4	Standard	More exacting or exceeds	Publication of geographic 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.
C1 1.2.2.2	Standard	More exacting or exceeds	In the UK, OSGM02 is the geoid model used for determining heights above MSL.	EGM-96 does not meet accuracy requirements for elevation and geoid undulation specified in Annex 14, Volumes I and II.
C1 1.2.2.3	Standard	Less protective or partially implemented or not implemented	Parameters for height transformation between OSGM02 and EGM-96 are not published.	There is no perceived requirement for defining transformation parameters between OSGM02 and EGM-96, and have therefore not been developed.
C1 1.2.2.4	Standard	Different in character or other means of compliance	Geoid undulation of the geometric centre of TLOF or of each threshold of FATO not published.	Geoid undulation published on helicopter chart AD 3.2.1.
C2 2.1.4	Standard	Less protective or partially implemented or not implemented	Data quality cannot presently be assured with the systems that are currently in place.	Work is underway in the UK to develop a policy to implement EU 73/10 – ADQIR which will enable full compliance.
C3 3.2.1	Standard	Less protective or partially implemented or not implemented	Validation and verification of data cannot presently be conducted with the systems that are currently in place.	Work is underway in the UK to develop a policy to implement EU 73/10 – ADQIR which will enable full compliance.
C3 3.2.2	Standard	Less protective or partially implemented or not implemented	Data validation and verification procedures are not presently in place to allow assessment.	Work is underway in the UK to develop a policy to implement EU 73/10 – ADQIR which will enable full compliance.
C3 3.3.2.1	Standard	More exacting or exceeds	Publication resolution is more exacting.	Where the data appears in more than one section of the AIP with different resolution requirements, the higher resolution will be applied, to avoid 'rounding'.
C3 3.3.3.1	Standard	Less protective or partially implemented or not implemented	Data integrity cannot presently be accurately assessed, with the systems that are currently in place.	Work is underway in the UK to develop a policy to implement EC 73/10 – ADQIR which will enable full compliance.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 15 Aeronautical Information Services (14th Edition) (AMDT 37)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C3 3.3.3.2	Standard	Less protective or partially implemented or not implemented	Data integrity cannot presently be accurately assessed, with the systems that are currently in place.	Work is underway in the UK to develop a policy to implement EC 73/10 – ADQIR which will enable full compliance.
C3 3.4.1	Standard	Less protective or partially implemented or not implemented	Metadata is not currently collected by all aeronautical data processes and exchange points.	Work is underway in the UK to develop a policy to implement EC 73/10 – ADQIR which will enable full compliance.
C3 3.5.1	Standard	Less protective or partially implemented or not implemented	Aeronautical data is not currently protected in accordance with data error detection, security and authentication techniques.	Work is underway in the UK to develop a policy to implement EC 73/10 – ADQIR which will enable full compliance.
C3 3.5.2	Standard	Less protective or partially implemented or not implemented	Data set protected by the inclusion of a 32-bit CRC is not fully implemented.	Work is underway in the UK to develop a policy to implement EC 73/10 – ADQIR which will enable full compliance.
C3 3.6.3	Standard	Less protective or partially implemented or not implemented	Automated processes are not currently in place to enable the use of information/data exchange models.	Work is underway in the UK to develop a policy to implement EC 73/10 – ADQIR which will enable full compliance.
C3 3.7.2	Recommendation	Less protective or partially implemented or not implemented	Letters of agreement establishing data quality are not currently in place to manage the entire aeronautical data chain.	Work is underway in the UK to develop a policy to implement EC 73/10 – ADQIR which will enable full compliance.
C3 3.7.6	Standard	Less protective or partially implemented or not implemented	Data integrity cannot presently be accurately measured with the systems that are currently in place.	Work is underway in the UK to develop a policy to implement EC 73/10 – ADQIR which will enable full compliance.
C5 5.1.1.4	Standard	Different in character or other means of compliance	Notification of times of activation of established areas are published in compliance with UK AIRAC calendar.	The UK policy in CAP 470 defines the flexible use of airspace concept as specified in Regulation (EC) No.549/2004, which allows for management of temporary airspace structures in a dynamic environment.
C5 5.2.2	Standard	More exacting or exceeds	ICAO abbreviations are further supplemented by National abbreviations.	National abbreviations are used where no appropriate ICAO abbreviation is published.
C5 5.2.13.3	Standard	Difference in character or other means of compliance	A monthly printed plain language list is not produced.	The UK AIS website includes lists of latest AIC, AIP Supplements and includes the next AIRAC amendment. A NOTAM is sent out at the end of each calendar month that includes the information outlined.
C10 10.1.1 to 10.4.10	Standard	Less protective or partially implemented or not implemented	The UK currently has no policy in place to implement the Electronic Terrain and Obstacle Data requirements.	The UK is working towards developing a policy that will enable compliance with the Electronic Terrain and Obstacle Data requirements.
C11 11.1.1 to 11.3.3	Recommendation	Less protective or partially implemented or not implemented	The UK currently has no policy in place to implement the Aerodrome Mapping Data requirements.	The UK is working towards developing a policy that will enable compliance with the Aerodrome Mapping Data requirements.

Annex 16	**Environmental Protection — Vol I (Aircraft Noise) (3rd Edition) (AMDT 7); Vol II (Aircraft Engine Emissions) (2nd Edition) (AMDT 4)**		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
NIL			

Annex 17	**Security (6th Edition) (AMDT 10)**		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
NIL			

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Annex 18 Dangerous Goods (4th Edition) (AMDT 11)				
ICAO Ref.	**Category (Standard, Rec'd Practice, etc.)**	**Difference**	**Details of Difference**	**Comments/Status**
C1 1.0.3	Definition: Flight Crew Member	More exacting or exceeds	The UK defines Flight Crew as: 'Those members of the crew of the aircraft who respectively undertake to act as pilot, flight navigator, flight engineer and flight radio-telephony operator of the aircraft'.	The UK definition is based upon the functions that the crew member undertakes and is more precise than ICAO.
C1 1.0.3	Definition: Pilot-in-Command	Different in character or other means of compliance	The UK uses the term 'Commander'. Pilot in Command in relation to an aircraft means a person who for the time being is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft.	
C2 2.2.2	Recommendation	Less protective or partially implemented or not implemented	Not reflected in UK law since this issue is inappropriate for a legislative requirement.	Issues regarding the application of the Technical Instructions would be addressed through membership of ICAO Dangerous Goods Panel.
C2 2.2.3	Recommendation	Less protective or partially implemented or not implemented	Not reflected in UK law since this issue is inappropriate for a legislative requirement.	An exemption from the Air Navigation Order would be issued in the period between changes to the Technical Instructions being published and those changes being implemented in UK requirements.
C2 2.5.1	Standard	Less protective or partially implemented or not implemented	Not reflected in UK law or procedures manual, since this issue is inappropriate for a legislative requirement.	Variations to the Technical Instructions are filed either directly with ICAO through Dangerous Goods Panel membership or through Department for Transport.
C2 2.5.2	Recommendation	Less protective or partially implemented or not implemented	The UK does not notify ICAO of operator variations due to more restrictive requirements than those contained in the Technical Instructions.	
C9 9.4	Standard	Less protective or partially implemented or not implemented	Operators are only required to provide information on emergencies to their personnel.	Not appropriate for UK aviation law to apply to shippers and other organisations.
C9 9.6.1	Standard	Less protective or partially implemented or not implemented	Requirement for operator to tell emergency services not currently reflected in UK law.	UK requires that the CAA be told by the operator. To be addressed by EASA Implementing Rules from October 2014.
C9 9.6.2	Standard	Less protective or partially implemented or not implemented	Requirement for operator to tell emergency services not currently reflected in UK law.	UK requires that the CAA be told by the operator. To be addressed by EASA Implementing Rules from October 2014.
C10 10.0	Standard	Less protective or partially implemented or not implemented	The provisions of Chapter 4 of the Technical Instructions are fully met with the exception of: a) requiring, by legislation, dangerous goods training for security staff; and b) requiring training for shippers in emergency procedures.	It is not appropriate for UK aviation law to apply to shippers and other organisations.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Doc 4444	Procedures for Air Navigation Services — Air Traffic Management (15th Edition)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 4 4.5.7.2.1		**General Provisions for Air Traffic Services** The phraseology 'Cleared via flight plan route' is not used in the UK.	
4.5.7.5.1		In addition, the following items are to be read back in full: taxi/ towing instructions, approach clearances, altimeter settings, VDF information, type of ATS Surveillance Service being received and frequency changes. See GEN 3.3.3.	
4.6.1.5		At or above FL 280, speeds shall be expressed in multiples of 0.01 Mach; below FL 280, multiples of 10 kt shall be used.	
4.9		UK wake turbulence categories are different to ICAO. Pilots should refer to and be familiar with UK AIC P72/ 2010 Wake Turbulence, as amended.	
Chapter 5 5.3.3.2		**Separation Methods and Minima** Cruise climbs are not authorised by ATC in the UK.	
Chapter 6 6.3.2.4		**Separation in the vicinity of Aerodromes** Revised SID/STAR phraseology not yet implemented.	Work is under way to effect UK implementation of PANS-ATM Amendment 7 provisions (date to be confirmed but not before late 2017).
6.5.2.4		Descent clearance on a STAR is as directed by ATC. Revised STAR phraseology not yet implemented.	Work is under way to effect UK implementation of PANS-ATM Amendment 7 provisions (date to be confirmed but not before late 2017).
Chapter 7 7.2		**Procedures for Aerodrome Control Service** The procedure for selection of runway in use for noise preferential reasons is currently not implemented in the UK.	
7.6.3.1.1.3		Standard taxi routes are not published in the UK. Taxi instructions will be issued individually by ATC.	
7.6.3.2.3.3		In the UK, the use of flashing runway or taxiway lights has no meaning and is not used.	
7.14.1.3		In the UK the threshold visibility for Special VFR clearance is 1800 m.	
7.15		Aerodrome lighting shall be displayed from 15 minutes before any ETA and until 15 minutes after any ATD as follows: (a) **By day:** High intensity systems, where installed on the runway to be used, whenever the visibility is less than 5 km and/or the cloud base is less than 700 ft; (b) **By night:** Irrespective of weather conditions.	
Chapter 8 8.6.5.1 (b)		**ATS Surveillance Services** Except in the approach phase, the purpose and extent of initial vectors will not be given by controllers. Aircraft in receipt of vectors and subsequently experiencing radio failure must follow the radio failure procedure notified at ENR 1.1.3.	
8.6.5.1 (c)		Controllers will endeavour to keep aircraft in receipt of vectors not less than 2 nm from the boundary of controlled airspace.	
8.7.3.2 (b)		Unless wake turbulence spacing is required, 2.5 nm spacing on final approach may be used between successive aircraft arriving at London Heathrow. Pilots should be aware that this spacing may be applied up to 20 nm from the threshold. Further details are notified in AIP EGLL-AD-2.20.	
8.7.3.4		UK wake turbulence categories are different to ICAO. Pilots should refer to and be familiar with UK AIC P64/ 2009 Wake Turblence, as amended.	
8.9.6.1.3		Obstacle clearance criteria applicable to each runway are detailed on UK AIP aerodrome approach charts and will not be routinely given by controllers over the RTF.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Doc 4444	Procedures for Air Navigation Services — Air Traffic Management (15th Edition)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 12 12.2.4		**Phraseologies** Pilots are not required to report non-approved RVSM status in all requests for level changes and their read-backs.	
12.3.1.2 (a) 1		For level changes and reports: 'TO' shall only be used to describe altitude or height, eg 'DESCEND TO ALTITUDE 3000 ft'. It is **not** used when describing Flight Levels, eg 'CLIMB FL 250'.	
12.3.1.2 (z) to (kk)		Revised SID/STAR phraseology not yet implemented.	Work is under way to effect UK implementation of the PANS-ATM Amendment 7 phraseology (date to be confirmed but not before late 2017).
12.3.2.1 (c) & (d)		RECLEARED is to be used only when it relates to an ATC route clearance, airways, reporting points and waypoints, but NOT for instructions to climb and descend. The phrase 'CONTINUE AS CLEARED' is not to be used in the UK.	
12.3.2.4 (c)		'CRUISE CLIMB' is not used in the UK.	
12.3.3.1 (f) to (h)		Revised departure instructions phraseology not yet implemented.	Work is under way to effect UK implementation of the revised PANS-ATM Amendment 7 phraseology (date to be confirmed but not before late 2017).
12.3.3.2 (a) to (f)		Revised approach instructions phraseology not yet implemented.	Work is under way to effect UK implementation of the revised PANS-ATM Amendment 7 phraseology (date to be confirmed but not before late 2017).
12.4.1.8 (e) & (f)		For avoiding action the following phraseology will be used: AVOIDING ACTION. Turn left (or right) immediately heading (three digits). Traffic (bearing by clock reference and distance).	
		OTHER UK PHRASEOLOGY **Student Pilots:** In the UK, pilots may hear the use of 'STUDENT' as part of the RTF callsign. The use of this term has been introduced to increase the awareness of controllers and other airspace users to the presence of student pilots flying solo. **Reduced runway separations:** When using ICAO reduced runway separation procedures, the phraseology 'LAND AFTER THE (aircraft type)' will be used. Full details of these procedures are notified in GEN 3.3.3. **Unlawful interference:** Pilots of aircraft subject to unlawful interference may hear one or more of the following phraseologies: (a) 'I am instructed by Her Majesty's Government to refuse entry into United Kingdom airspace/ to inform you that landing clearance has been refused for any airfield within the United Kingdom. What are your intentions?' (b) 'I am instructed by Her Majesty's Government that you are to hold at (fix or GPS position) at (level). Acknowledge'. **Approach delays:** If, for reasons other than weather, eg an obstruction on the runway, the extent of approach delays are not known, aircraft will be advised 'DELAY NOT DETERMINED'. As soon as it is possible for aircraft to recommence approach procedures, EATs will be issued. **Helicopter phraseology** The UK has developed specific phraseology for use in helicopter operations. Helicopter pilots should be familiar with the relevant content of CAP 413 Radiotelephony Manual. http://www.caa.co.uk/cap413	
Chapter 13		**Automatic dependent surveillance - contract (ADS-C) services** ADS-C systems are currently not used in the UK.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Doc 4444	Procedures for Air Navigation Services — Air Traffic Management (15th Edition)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Chapter 15 15.1.4		**Procedures related to emergencies, communication failure and contingencies** UK controlled airspace is complex and congested; traffic is often orientated on the airway in certain directions or flows.Therefore, if able, aircraft executing an emergency descent should remain on the assigned route or track whilst carrying out the descent; unless doing so would endanger the aircraft.	
15.1.4.2		Upon hearing an emergency descent broadcast on the ATC frequency, pilots should: maintain radio silence, listen for instructions from ATC, maintain a good visual lookout and respond to TCAS advisories.	
15.3.3		UK Radio Failure procedures for IFR/IMC flights provide pilots with instructions more comprehensive than ICAO procedures. Pilots should read and be familiar with UK Radio Failure procedures notified at ENR 1.1.3 paragraph 3.	
Chapter 16 16.2		**Miscellaneous Procedures** For the rules, regulations, responsibilities and restrictions regarding unmanned free balloons in UK airspace, users should contact the UK CAA's Airspace Utilisation Section.	
16.4		For UK repetitive flight planning requirements see ENR 1.10.	

Doc 8168	Procedures for Air Navigation Services — Aircraft Operations Vol I (Flight Procedures) (4th Edition)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Part I **Section 2** **Chapter 1** 1.4		**Departure Procedures** **Use of FMS/RNAV equipment to follow conventional departure procedures** Additional requirements: (a) the conventional procedure must have been inserted into the FMS from a recognised database and cannot be manually loaded or modified by the crew other than to follow ATC instructions; (b) after the procedure has been loaded into the FMS as above, it must be cross-checked against the published conventional procedure before any attempt is made to follow the procedure using the FMS.	
Part I **Section 7** **Chapter 2** 2.2.3.		**Noise Abatement Procedures** **Noise Preferential Runways and Routes** In general, where turns are required shortly after take-off for noise abatement or other operational purposes, the nominal track has not been designed in accordance with the criteria in Volume II Part 2 Chapter 3 para 3.3. However, no turns are to be commenced below a height of 500 ft aal. Airport Operators may specify the criteria used to determine individual Noise Preferential Routes. These criteria are for guidance only and aircraft operators should adhere to the routes to the maximum extent practicable commensurate with the safe operation of the aircraft.	
Part I **Section 7** **Chapter 3** 3.8.		**Aeroplane Operating Procedures** Unless otherwise stated, the upper limit for noise abatement procedures is 3000 ft alt. However, aircraft operators are expected to operate their aircraft at all times in a manner calculated to cause the least noise disturbance on the ground.	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Doc 8168	Procedures for Air Navigation Services — Aircraft Operations Volume II (Construction of Visual and Instrument Flight Procedures) (4th Edition)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
Part I **Section 3** **Chapter 3** 3.3		**Procedure Construction and Obstacle Clearance Criteria for Departure Procedures** **Turning Departure** In general, when turns are required shortly after take-off for noise abatement or other operational purposes, the nominal track has not been designed in accordance with these criteria. However, no turns are to be commenced below a height of 500 ft aal. Primary and Secondary areas for obstacle clearance on Standard Instrument Departure Procedures, where published, are determined along the nominal ground track of the Noise Preferential Route as specified by the Airport Operator. Obstacle clearance is not assessed for any routes other than published Standard Instrument Departures Procedures.	
Part I **Section 4** **Chapter 3** 3.4.5.2 3.5.4.4		**Initial Approach Segment** **Requirements for separate instrument approach charts** In certain procedures different outbound tracks and/or timings may be specified for Category A/B and Category C/D aircraft. These tracks/ timings will norm ally be published on a common instrument approach chart. Separate charts will normally be published whenever Category A/ B and Category C/D aircraft have different procedure altitudes or different missed approach points.	
Part I **Section 4** **Chapter 4** 4.3.1.1		**Length** The length of the intermediate segment should conform to the standard given in paragraph 4.3.1.1 whenever possible. However, when an operational advantage may be gained, the minimum length of the intermediate segment may be reduced to 5.5 km (3 nm).	
Part I **Section 4** **Chapter 6** **UK Addition** 6.4.5.7		**Turn as soon as practicable** Paragraph 6.4.5.7 UK addition to PANS-OPS.	
UK Addition 6.4.5.7.1		**General** A turn as soon as practicable is prescribed in non-precision procedures when it is essential to locate the TP before the SOC associated with the normal turn at an altitude or at a fix, and when it is not convenient to move the MAPt. When specified, the missed approach procedures shall be annotated 'turn left	

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES (continued)

Doc 8168	Procedures for Air Navigation Services — Aircraft Operations Volume II (Construction of Visual and Instrument Flight Procedures) (4th Edition)		
Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
		(or right) as soon as practicable'. The criteria are the same as those for a turn at a designated altitude, modified in accordance with the paragraphs UK Addition 6.4.5.7.2 to 6.4.5.7.4.	
UK Addition 6.4.5.7.2		**Turn altitude/height** The turn altitude/height is also the OCA/H for the procedure. The TP is plotted at distance c after the latest limit of the MAPt tolerance area.	
UK Addition 6.4.5.7.3		**Areas.** Turn initiation area. The turn initiation area is bounded by the edges of the MAPt tolerance area, starting at the earliest MAPt and extended beyond the latest MAPt to the TP.	
UK Addition 6.4.5.7.3.1		Turn area. The inner and outer boundaries of the turn area are constructed as specified in paragraph Part I Sect 4 Chapter 6 paragraph 6.4.5.2.2 with the following exceptions: a. The boundaries are based on the intermediate missed approach speed of the appropriate aircraft category; b. The outer boundary starts at the range of the TP (distance c has already been included in the turn initiation area).	
UK Addition 6.4.5.7.4		**Obstacle clearance.** The obstacle clearance in the turn initiation and turn areas is adjusted to preserve the normal MOC associated with the transitional tolerance X into the turn area as follows: a. Obstacle clearance in the turn initiation area. Obstacle elevation/height in the turn initiation area shall be less than: OCA/H - MOC approach segment b. Obstacle clearance in the turn area. Obstacle elevation/height in the turn area and subsequently shall be less than: OCA/H - MOC missed approach + (d0 - X) tan Z with the additional provision that obstacle height need not be less than (OCH - MOC approach segment). Where d0 is measured from the obstacle to the nearest point on the turn initiation area boundary. MOC approach is the primary area MOC associated with the final approach segment. MOC missed approach is the MOC applicable to the	

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Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
		missed approach; 50 m (164 ft) for turns exceeding 15° and 30 m (98 ft) for turns of 15° or less, reduced if appropriate for obstacles within any secondary areas.	
Part I **Section 4** **Chapter 8** 8.4		**Minimum Sector Altitudes (MSA)** Combining sectors for adjacent facilities: Where more than one facility provides arrival segment tracking to an instrument approach procedure, and unless otherwise specified, the minimum sector altitude for each sector is the highest of those calculated for that specific sector for every facility serving the procedure, regardless of the distance between the facilities. The Instrument Approach chart will state the facilities used in the calculation of MSA. eg 'MSA 25NM VOR XXX or NDB(L) YYY'	
Part II **Section 2** **Chapter 6** **UK Addition** 6.1.1 6.2.3		**Surveillance Radar - General.** See paragraph UK Addition 6.6 below for separate criteria for approved 'high resolution' equipment with a termination range of 0.5 nm or less. Additionally, within a specified area aligned with an Instrument Runway, when an aircraft is being vectored to an Instrument Approach, minimum obstacle clearance may be reduced to 150 m (500 ft). The specified area is shown on the ATC Surveillance Minimum Altitude Chart and is of the following dimensions: A line 2.5 nm long, centred on the runway centreline, 1.5 nm from the threshold in the approach and a line 5 nm long, centred on the runway centreline, 9.5 nm from the threshold in the approach, joined at the ends to form a quadrangle.	
6.4.3		**Area.** The area to be considered for obstacle clearance begins at the FAF and ends at the MAPt.	
6.5		**Termination Range.** A Surveillance Radar Approach shall be terminated 2 nm before touchdown except where a termination range of 1 nm has been specifically approved. See paragraph 6.6 below for separate criteria for approved 'high resolution' equipment with a termination range of 0.5 nm or less. The Missed Approach Point (MAPt) is located at the point where the radar approach terminates. However, where operationally advantageous,	

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		the MAPt for 2 nm SRAs may be designated as 1 nm before touchdown.	
UK Addition 6.6		**Surveillance Radar (high resolution) - UK addition to PANS- OPS** **General** Certain approved Surveillance Radar equipments can provide final approach guidance of better quality than that provided for in paragraph 6.1. The criteria for procedures using these radars are the same as those contained in paragraphs 6.2 and 6.3 except for the final approach and missed approach areas and obstacle clearance described below: Note: Approval of 'high resolution' SRE procedures is based on an operational and technical evaluation of the equipment. In all cases: a. There is a continuous talkdown, on a discrete frequency, from 4 nm with ranges and advisory heights being given every 0.5 nm; b. The approach controller providing final approach guidance is allocated full time to the task; c. The display system incorporates a centreline with associated reflectors to confirm centreline accuracy; d. The accuracy, resolution, antenna rotation rate. Low-level cover, and extent of permanent echoes are assessed as capable of giving a high probability of a successful approach with a termination range of 0.5 nm or less.	
UK Addition 6.6.1		**Area** The area to be considered for obstacle clearance begins at the FAF and ends at the MAPt and is centred on the Final Approach Track. The minimum length of the Final Approach Track shall be 3 nm. The length shall be established by taking account of the permissible descent gradient (see paragraph 6.4.5). The maximum length should not exceed 6 nm. Where a turn is required over the FAF, Table I-4-5-1 in Part 1, Section 4, Chapter 5 applies. The width of the area is proportional to the distance from the radar antenna, according to the following formulae: W/2 = 1.9 + 0.1 D km, for D greater than 10 km. W/2 = 0.3 + 0.26 D km, for D equal or less than 10 km. Where: W = total area width in km.	

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Reference	**S-Standard / R-Recommended Practice**	**Difference**	**Remarks (Reasons For Difference)**
		D = distance from antenna to track in km The maximum value for D is 37 km (20 nm) subject to the accuracy of the radar equipment as determined by the Authority. A secondary area comprising 25% of the total width lies on each side of the primary area, which comprises 50% of the total width.	
UK Addition 6.6.2		**Obstacle Clearance** The MOC is 75 m (246 ft) in the primary area, reducing to zero at the outer edges of the secondary areas.	
UK Addition 6.6.3		**Missed Approach Secondary Areas** Secondary areas are established on each side of the primary area, with width equal to 25% of the total area width at the MAPt, reducing to zero width at the SOC.	

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