

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

ANNEX 1 - PERSONNEL LICENSING		<u>Reference</u>	<u>Difference</u>
(11 th Edition)			
<u>Reference</u>	<u>Difference</u>		
1.2.2.1	Sri Lanka does not render valid or convert a foreign FOO, ASO and ATC licence.	4.3.1	A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: h) The flight crew holds appropriate current licences, ratings and other authorizations as required. i) Operating crew is properly rested and free from fatigue.
2 B	Sri Lanka has not promulgated regulations for remote pilot licence.		
4.5.3.1 (d)	Sri Lanka does not issue approach precision radar control rating.		
6.3.2.6.1	Electrocardiogram included in re-examinations of applicants over the age of 60 no less frequently than 6 months.	4.3.2	Completed flight preparation forms shall be kept by the Holder of an AOC for a period of fifteen (15) months.
6.3.2.6.2	Electrocardiogram included in re-examinations of applicants between the ages of 40 and 60 no less frequently than annually and below the age of 40 no less frequently than every 02 years.	4.10.8	The operator shall maintain records for all its flight and cabin crew members of flight time, flight duty periods, duty periods, and rest periods for a period of fifteen (15) months.
6.3.2.9.1	Chest Radiography is required for re-examination for every 05 years.	6.5.1	(c) One sea anchor (drogue) and other equipment necessary to facilitate mooring, anchoring or maneuvering on water, appropriate with size, weight and handling characteristics.
ANNEX 2 - RULES OF THE AIR			
(10 th Edition)			
No differences		8.4.1	Further requirements specified as : g) Weight & Balance records. h) Copy of maintenance record entries, which are carried in the aircraft, shall be kept in a safe place on ground.
ANNEX 3 – METEOROLOGICAL SERVICE FOR INTL AIR NAVIGATION			
(19 th Edition)			
No differences			
ANNEX 4 - AERONAUTICAL CHARTS			
(11 th Edition)			
No differences		8.4.2	The records in paragraph 4.1 a) to e) in above shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service and the records in paragraph 4.1 f) to h) in above for a minimum period of two (02)/one (01) years after the signing of the maintenance release.
ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS			
(5 th Edition)			
No differences			
ANNEX 6 - OPERATION OF AIRCRAFT			
Part I (10 th Edition)			
<u>Reference</u>	<u>Difference</u>		
4.2.10.3	Fuel and oil records shall be retained by the operator for a period of fifteen (15)months.	8.7.3.4	A safety management system shall clearly define lines of safety accountability throughout maintenance organization, including a direct accountability for safety on the part of senior management.

<u>Reference</u>	<u>Difference</u>	
8.7.7.2	The records required by paragraph 7.7.1 shall be kept for a minimum period of thirty-six (36) months after signing of the maintenance release.	ANNEX 8 - AIRWORTHINESS OF AIRCRAFT (12th Edition)
9.3.1	The operator shall establish and maintain a ground and flight training programme (refer SLACP 4500), approved by the DGCA, which ensures that all flight crew members are adequately trained to perform their assigned duties. The training programme shall: a) Include ground and flight training facilities and properly qualified instructors as determined by the DGCA, for guidance please refer to IS 090 on approval of instructors b) Include Crew Resource Management Training as per guidance provided in General Directive GD 001. c) Include Mode Awareness and Energy State Management Aspects of Flight Deck Automation as per General Directive GD 002. d) Include Flight Crew Initial and Recurrent Approach and Landing Accidents (ALA) and CFIT Prevention Training as per guidance provided in General Directive GD 004. e) Include Training on Instrument Approach Procedures Using Continuous Descent Final Approach Techniques as per guidance provided in General Directive GD 005.	<p><u>Reference</u> <u>Difference</u></p> <p>3.3.1 Figure 1 included additional cage for sub divisions to meet ANR requirements.</p> <p>ANNEX 9 - FACILITATION (15th Edition) No differences.</p> <p>ANNEX 10 AERONAUTICAL TELECOMMUNICATION</p> <p>Volume.I 7th Edition - No differences. Volme.II 7th Edition</p> <p><u>Reference</u> <u>Difference</u></p> <p>5.2.1.7.1.2 Call sign of Colombo Aeronautical Mobile Station (AMS) is Colombo and not Colombo Radio as prescribed in Annex 10 Vol.II.</p> <p>Volume.III 2nd Edition - No differences. Volume.IV 5th Edition - No differences. Volume.V 3rd Edition - No difference</p> <p>ANNEX 11 - AIR TRAFFIC SERVICES (15th Edition)</p> <p><u>Reference</u> <u>Difference</u> Attachment B See pages GEN 1.7-5 GEN1.7-13.</p> <p>ANNEX 12 - SEARCH AND RESCUE (8th Edition) No differences</p> <p>ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION (11th Edition) No differences.</p> <p>ANNEX 14 - AERODROMES</p> <p>Volume I 8th Edition - No differences. Volume II 4th Edition - No differences.</p> <p>ANNEX 15 - AERONAUTICAL INFORMATION SERVICES (16th Edition) No differences</p>
13.5	Following an act of unlawful interference, the pilot-in-command shall submit, without delay, a report of such an act to DGCA if the event occurred within Sri Lanka and to the respective designated local authority if the incident occurred overseas and copy to DGCA. (Reports shall be submitted in accordance with Implementing Standard S.N.006 - Aviation Occurrence Reporting System).	
ANNEX 6	-OPERATION OF AIRCRAFT Part II - (10th Edition) - No differences. Part III - (09th Edition) - No differences.	
ANNEX7	-AIRCRAFT NATIONALITY AND REGISTRATION MARKS (6th Edition) No differences.	



ANNEX 16 - ENVIRONMENTAL PROTECTION

Volume I (8th Edition)

No differences.

Volume II (4th Edition)

No differences.

ANNEX 17 – SECURITY – SAFE GUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE (10th Edition)

No differences.

ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR (4th Edition)

No differences.

ANNEX 19 - SAFETY MANAGEMENT

(2nd Edition)

No differences.

DOC4444 - PROCEDURE FOR AIR NAVIGATION SERVICES – ATM (16th Edition)

Reference Difference

5.4.1 See pages GEN 1.7-5 to GEN 1.7-13

DOC 7030 - REGIONAL SUPPLEMENTARY PROCEDURES – MID/ASIA (5th Edition)

Reference Difference

6.3 See pages GEN 1.7-5 to GEN 1.7-13

Differences related to Annex 11, DOC 4444 and DOC 7030:

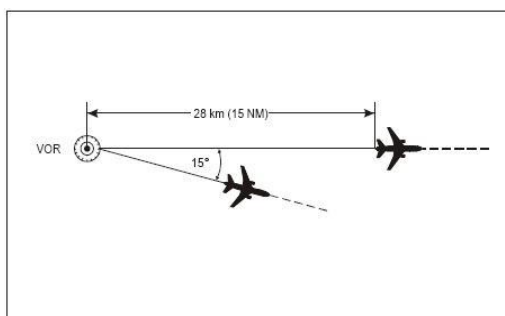
Following Lateral Separation Minimas are being applied by the Colombo ATC:

Lateral Separation between two aircraft exists when;

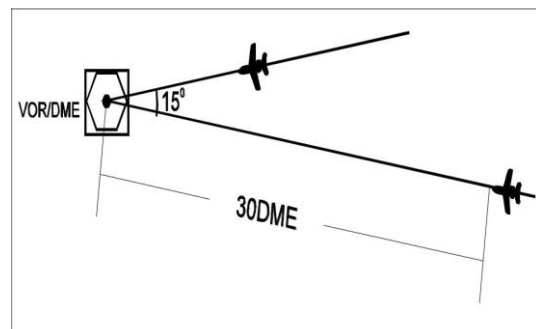
a) VOR/DME

Both aircraft must have reported established on radials at least **15 DEG** apart.

- i. Aircraft diverge and at least one aircraft is **15NM** away from the DME station. (a)
- ii Aircraft converge and one aircraft is at least **30NM** from VOR/DME. (b)

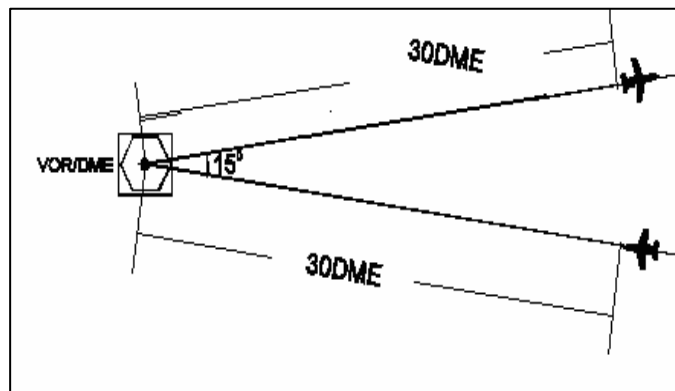
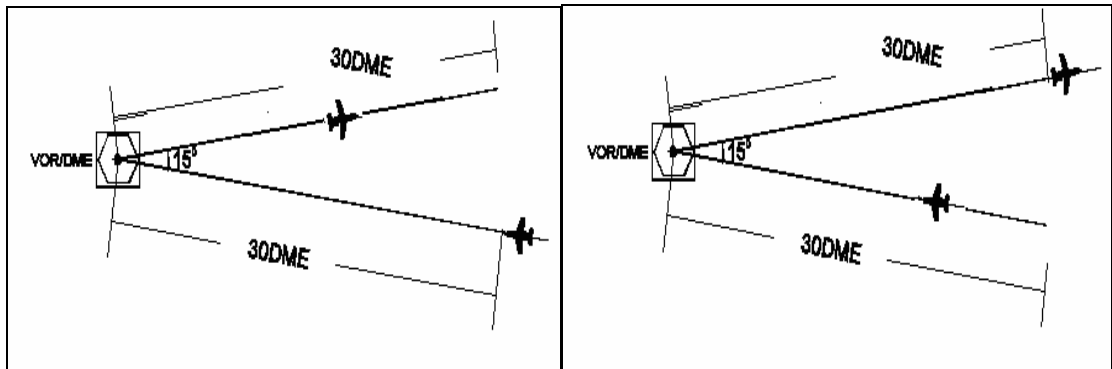


(a)



(b)

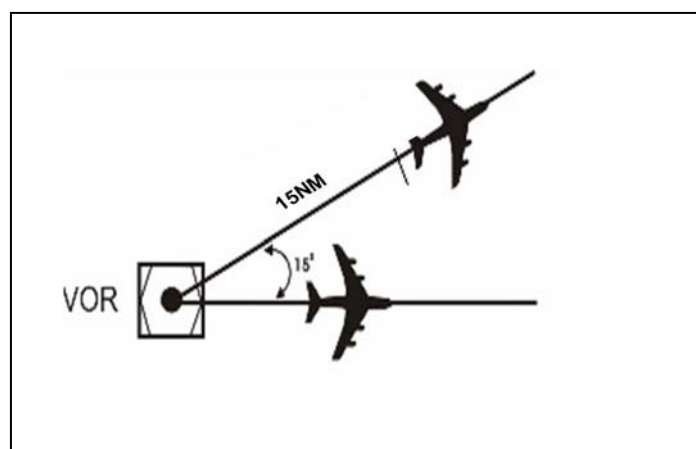
- iii. One aircraft inbound and the other outbound from the VOR/DME provided that at least one of the aircraft is **30NM** or more from the station



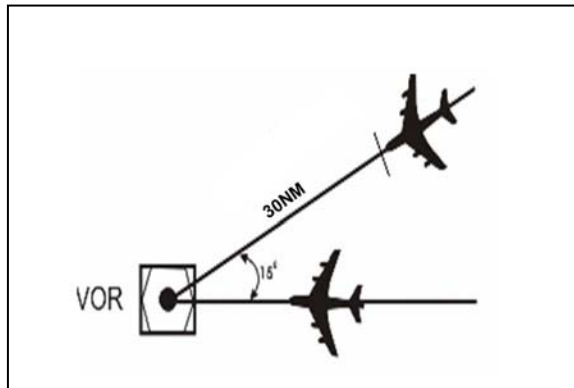
b) VOR

Both aircraft must have reported established on radials at least **15 DEG** apart:

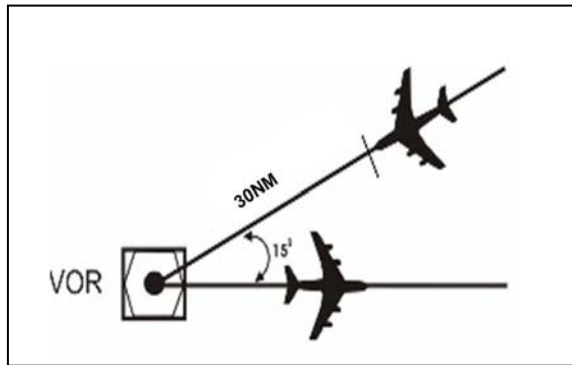
- i. Aircraft diverge and at least one aircraft is **15NM** away from the VOR



ii. Aircraft converge and at least one aircraft is **30NM** from the VOR



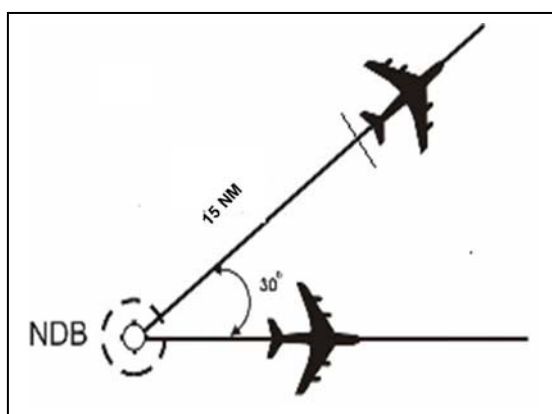
iii. One aircraft inbound and the other outbound from the VOR provided that at least one aircraft is **30 NM** away from the station



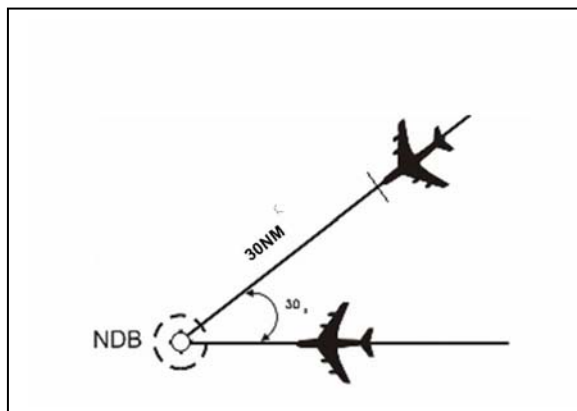
b) NDB

Both aircraft are established on tracks to or from the NDB which are diverging by at least **30 DEG**:

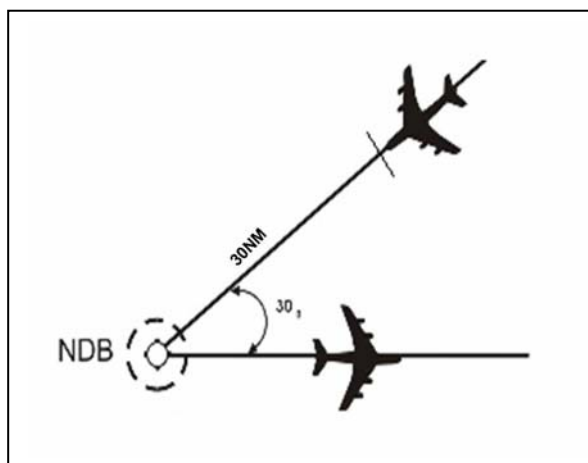
i. Aircraft diverge and at least one aircraft is **15NM** away from the NDB



- ii. Aircraft converge and at least one aircraft **30NM** away from the NDB



- iii. One aircraft inbound and the other outbound from the NDB provided that at least one aircraft is **30NM** away from the station



Note - If a pilot reports that he suspects the accuracy of the NDB indications these separations shall not be used.

Lateral Separation between aircraft departing from KATUNAYAKE/Bandaranaike Intl. Airport Colombo (BIAC) and traffic established on the 15 DME 'KAT' Arc for ILS DME Approach RWY 22

- (i) Lateral separation shall be deemed to exist, when a departing aircraft is established on a specific radial from KAT and an approaching aircraft established on the 15 DME Arc for the ILS on runway 22, is crossing a radial whose angular difference with the departure is **20 DEG** or more and increasing.
- (ii) Even if / when the angular difference as mentioned in (i) above is **20 DEG** or more at any stage but in a decreasing manner, the two aircraft shall be deemed as separated when the departing traffic has reported **30 DME** established on the specific radial.

Lateral Separation between outbound tracks and KAT/VOR holding pattern for 04/22

KAT/VOR hold for both 04 and 22 shall be deemed separated laterally as follows:

- a) FL150 and below, 30 DME from KAT for all tracks on the holding side of the VOR hold and 15 DME from KAT on the non holding side of the VOR DME hold.
- b) FL 160 to FL 460, 40 DME from KAT for all tracks on the holding side of the VOR hold and 30 DME from KAT on the non holding side of the VOR DME hold.

Note : 10 DME hold and KAT hold 04/22 are not laterally separated.

The lateral separation for departing traffic on Runway 22 BIAC and the Holding Fix (10 DME Fix) defined for ILS/DME Approach RWY 22 at BIAC.

Traffic holding over '10 DME Fix' and departing traffic on runway 22 BIAC are laterally separated when the departing aircraft is within radials 266⁰R and 176⁰R.

- (*) **NOTE:** Please note that 205⁰ R KAT replaces this limiting Radial of 176⁰ R KAT in order to ensure avoidance of City Prohibited Area **VCP21** UFN.