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

1) ANNEX 1 - PERSONNEL LICENSING: NIL

2) ANNEX 2- RULES OF THE AIR

The following provision has been introduced in Nepal:

### Chapter – 3

#### 3.1 Protection of persons and property

##### 3.1.8 Formation Flights

No Civil aircraft shall be flown in formation.

##### 3.8 Interception

3.8.1 Nepal fully respects the provision of Non-use weapon against Civil Aircraft as per Article 3 bis (a) of Chicago Conventin.

3.8.2 ATC Instructions to be followed by the aircraft in case the aircraft is intercepted.

3.8.3 The Nepalese registered aircraft or aircraft on lease being operated by the Nepalese person or the airlines, while operating in the airspace of foreingn country, shall comply with the interception order issued by the authorized entity of such foreign country.

3.8.4 The pilot-in- command of a civil aircraft, when intercepted, shall comply with the Standards in Appendix 2, Sections 2 and 3, interpreting and responding to visual signals as specified in Appendix 1, Section 2 (CAR - 2)

Appendix 3 a :-

Following level system has been introduced in Nepal:

**TABLE OF CRUISING LEVELS**

- a The pilot-in-command of an IFR or VFR flight at or above FL 150, shall select a level corresponding to the appropriate magnetic track as indicated in the following semi-circular cruising levels

**Table 1 : Semi - Circular cruising levels within Kathmandu FIR VNSM**

TRACK							
From 000 degrees to 179 degrees				From 180 degrees to 359 degrees			
IFR Flight		VFR Flight		IFR Flight		VFR Flight	
Flight Level	Altitude Ft	Flight Level	Altitude Ft	Flight Level	Altitude Ft	Flight Level	Altitude Ft
150	15000	155	15500	160	16000	165	16500
170	17000	175	17500	180	18000	185	18500
190	19000	195	19500	200	20000		
210	21000			220	22000		
230	23000			240	24000		
250	25000			260	26000		
270	27000			280	28000		
290	29000			300	30000		
310	31000			320	32000		
330	33000			340	34000		
350	35000			360	36000		
370	37000			380	38000		
390	39000			400	40000		
410	41000			430	43000		
450	45000						

- b) The pilot-in-command of a VFR or IFR flight at or above 3000 ft, below altitude 13500 ft AMSL shall select a level corresponding to the appropriate magnetic track as indicated in the following quadrantal cruising levels

**Table 2: Quadrantal Cruising Levels**

000° - 089°	090° - 179°	180° - 269°	270° - 359°
ODD Thousand	ODD +500 ft	EVEN Thousand	EVEN +500 ft
3000 ft	3500 ft	4000 ft	4500 ft
5000 ft	5500 ft	6000 ft	6500 ft
7000 ft	7500 ft	8000 ft	8500 ft
9000 ft	9500 ft	10000 ft	10500 ft
11000 ft	11500 ft	12000 ft	12500 ft
13000 ft	13500 ft		

- 3) ANNEX 3- NIL
- 4) ANNEX 4

The following provision has been introduced in Nepal:

Chapter – 1  
1.2 Applicability

1.2.1 All charts coming within the scope of CAR 4 shall conform to the specifications and requirements relevant to the particular chart.

Chapter – 2  
2.4 Symbols

2.4.4 Symbols shall be shown in the manner specified in 2.4.2, 2.4.3 and Appendix – 2 – ICAO Chart Symbols, symbol number 121.

Chapter –5  
5.2 Availability

5.2.1 By 31 November 2018, Aerodrome Terrain and Obstacle Charts — ICAO Electronic shall be made available in the manner prescribed in 1.3.2 for aerodromes regularly used by international civil aviation.

Chapter –16  
16.5 Projection

Graticules and graduations shall be shown as follows:

a) Parallels:

<i>Latitude</i>	<i>Distance between parallels</i>	<i>Graduations on parallels</i>
0° to 72°	30'	1'

b) Meridians:

<i>Latitude</i>	<i>Distance between parallels</i>	<i>Graduations on parallels</i>
0° to 52°	30'	1'

5) ANNEX 5- NIL

6) ANNEX 6-

The following provision has been introduced in Nepal:

#### Chapter –3

#### 3.4 Use of psychoactive substances

3.4.5 Holders of licences provided for CAAN PELR shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.

3.4.6 Holders of licences provided for CAAN PELR shall not engage in any problematic use of substances.

3.4.7 No person whose function is critical to the safety of aviation safety -sensitive personnel shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substances.

#### Chapter –4

#### 4.2 Operational certification and supervision

#### 4.2.4 Operating instructions – general

4.2.4.3 The operator should issue operating instructions and provide information on aeroplane climb performance with all engines operating to enable the pilot-in-command to determine the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique. This information should be included in the operations manual.

#### 4.2.8 Aerodrome operating minima

4.2.8.4 For instrument approach operations, aerodrome operating minima below 800 m visibility should not be authorized unless RVR information is provided.

#### 4.4 In-flight procedures

#### 4.4.6 Safeguarding of cabin crew and passengers in pressurized aeroplanes in the event of loss of pressurization

4.4.6.1 Cabin crew should be safeguarded so as to ensure reasonable probability of their retaining consciousness during any emergency descent which may be necessary in the event of loss of pressurization and, in addition, they shall have such means of protection as will enable them to administer first aid to passengers during stabilized flight following the emergency. Passengers should be safeguarded by such devices or operational procedures as will ensure reasonable probability of their surviving the effects of hypoxia in the event of loss of pressurization.

6.3 Flight recorders  
6.3.4.5 Combination recorders

6.3.4.5.3 All aeroplanes of a maximum certificated take-off mass over 5 700 kg, required to be equipped with an FDR and a CVR, may alternatively be equipped with two combination recorders (FDR/CVR).

6.3.4.5.4 All multi-engined turbine-powered aeroplanes of a maximum certificated take-off mass of 5 700 kg or less, required to be equipped with an FDR and/or a CVR, may alternatively be equipped with one combination recorder (FDR/CVR).

6.11 Pressurized aeroplanes when carrying passengers — weather radar

Pressurized aeroplanes when carrying passengers should be equipped with operative weather radar whenever such aeroplanes are being operated in areas where thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather radar, may be expected to exist along the route either at night or under instrument meteorological conditions.

6.18 Aeroplanes required to be equipped with an airborne  
collision avoidance system (ACAS II)

6.18.1 a) All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than 19 passengers shall be equipped with an airborne collision avoidance system (ACAS II).

6.18.1 b) Reference to para 6.18.2 a), aircraft engaged in STOL operations certified to carry more than nine passengers may be equipped with airborne collision avoidance system (ACAS I).

6.21 Turbo-jet aeroplanes — forward-looking wind shear warning system

6.21.1 All turbo-jet aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers should be equipped with a forward-looking wind shear warning system.

6.21.2 A forward-looking wind shear warning system should be capable of providing the pilot with a timely aural and visual warning of wind shear ahead of the aircraft, and the information required to permit the pilot to safely commence and continue a missed approach or go-around or to execute an escape manoeuvre if necessary. The system should also provide an indication to the pilot when the limits specified for the certification of automatic landing equipment are being approached, when such equipment is in use.

Chapter -10  
Flight operations officer/ flight dispatcher

10.5 A flight operations officer/flight dispatcher should not be assigned to duty after 12 consecutive months of absence from such duty, unless the provisions of 10.3 are met.

Chapter -11  
11.4 Journey log book

11.4.2 Entries in the journey log book should be made currently and in ink or indelible pencil.

Chapter -13

13.6 Weapons and least-risk Bomb location

13.6.1 Specialized means of attenuating and directing the blast should be provided for use at the least-risk bomb location.

13.6.2 Where an operator accepts the carriage of weapons removed from passengers, the aeroplane should have provision for stowing such weapons in a place so that they are inaccessible to any person during flight time.

- 7) ANNEX 7 - NIL
- 8) ANNEX 8 - NIL
- 9) ANNEX 9 - NIL
- 10) ANNEX 10 - NIL
- 11) ANNEX 11 - NIL
- 12) ANNEX 12 - NIL
- 13) ANNEX 13 - NIL
- 14) ANNEX 14 - NIL
- 15) ANNEX 15 - NIL
- 16) ANNEX 16 - NIL
- 17) ANNEX 17 - NIL
- 18) ANNEX 18 - NIL