

APPENDIX

SARPs “NOTIFICATION OF DIFFERENCES” PROCEDURES AND PANS STATUS

ICAO Annex Foreword: SARPs Definition and Actions

Status of Annex Components

An Annex is made up of the following component parts, not all of which, however, are necessarily found in every Annex; they have the status indicated:

1. Material comprising the Annex proper

- a) *Standards and Recommended Practices* adopted by the Council under the provisions of the Convention. They are defined as follows:

Standard: Any specification for physical characteristics, configuration, materiel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38.

Recommended Practice: Any specification for physical characteristics, configuration, materiel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.

- b) *Appendices* comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council.
- c) *Definitions* of terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.
- d) *Tables and Figures* which add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

Action by Contracting States

Notification of differences. The attention of Contracting States is drawn to the obligation imposed by Article 38 of the Convention by which Contracting States are required to notify the Organization of any differences between their national regulations and practices and the International Standards contained in this Annex and any amendments thereto. Contracting States are invited to extend such notification to any differences from the Recommended Practices contained in this Annex and any amendments thereto, when the notification of such differences is important for the safety of air navigation. Further, Contracting States are invited to keep the Organization currently informed of any differences which may subsequently occur, or of the withdrawal of any differences previously notified. A specified request for notification of differences will be sent to Contracting States immediately after the adoption of each amendment to this Annex.

The attention of States is also drawn to the provisions of Annex 15 — *Aeronautical Information Services* related to the publication of differences between their national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, in addition to the obligation of States under Article 38 of the Convention.

Promulgation of information. The establishment and withdrawal of and changes to facilities, services and procedures affecting aircraft operations provided in accordance with the Standards and Recommended Practices specified in this Annex should be notified and take effect in accordance with the provisions of Annex 15.

ICAO PANS Introduction

2. Scope and purpose

2.1 The *Procedures for Air Navigation Services - Air Traffic Management* (PANS-ATM) are complementary to the Standards and Recommended Practices contained in Annex 2 — *Rules of the Air* and in Annex 11 — *Air Traffic Services*. They are supplemented when necessary by regional procedures contained in the *Regional Supplementary Procedures* (Doc 7030).

2.2 The *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM) specify, in greater detail than in the Standards and Recommended Practices, the actual procedures to be applied by air traffic services units in providing the various air traffic services to air traffic.

3. Status

3.1 The *Procedures for Air Navigation Services* (PANS) do not have the same status as the Standards and Recommended Practices. While the latter are *adopted* by Council in pursuance of Article 37 of the Convention on International Civil Aviation, subject to the full procedure of Article 90, the PANS are approved by the Council and recommended to Contracting States for worldwide application.

3.2 Whilst the PANS may contain material which may eventually become Standards or Recommended Practices (SARPs) when it has reached the maturity and stability necessary for adoption as

such, they may also comprise material prepared as an amplification of the basic principles in the corresponding SARPs, and designed particularly to assist the user in the application of those SARPs.

4. **Implementation**

4.1 The implementation of procedures is the responsibility of Contracting States; they are applied in actual operations only after, and in so far as, States have enforced them. However, with a view to facilitating their processing towards implementation by States, they have been prepared in language which will permit direct use by air traffic services personnel and others associated with the provision of air traffic services to international air navigation.

5. **Publication of differences**

5.1 The PANS do not carry the status afforded to Standards adopted by the Council as Annexes to the Convention and, therefore, do not come within the obligation imposed by Article 38 of the Convention to notify differences in the event of non-implementation.

5.2 However, attention of States is drawn to the provision of Annex 15 related to the publication in their Aeronautical Information Publications of lists of significant differences between their procedures and the related ICAO procedures.

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