



नागर विमानन महानिदेशालय
DIRECTORATE GENERAL OF
CIVIL AVIATION



Transposition of Annex 14 ICAO SARPS into National Aerodrome Standards



Introduction

Standard: Any specification for physical characteristics, configuration, matériel, 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.

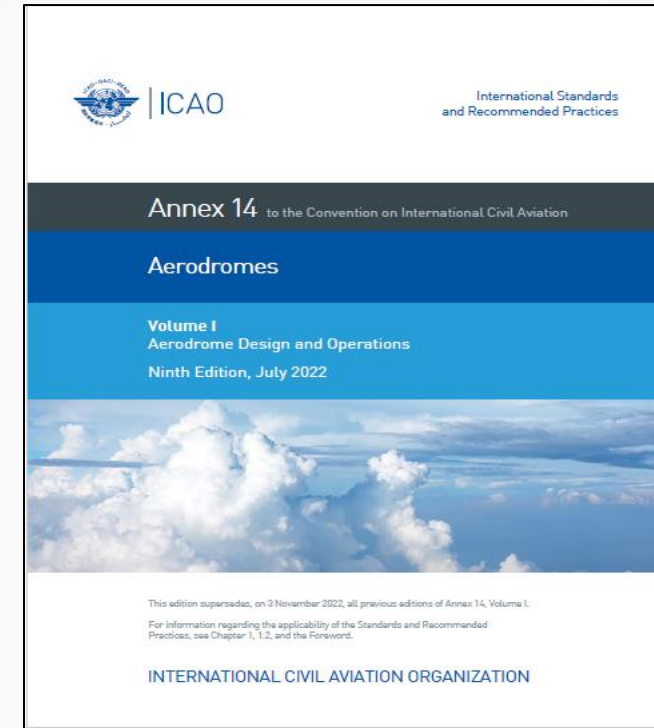
Recommended Practice: Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized **as desirable in the interest of safety, regularity or efficiency** of international air navigation, and to which **Contracting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

- **Contracting State Practice** - Converts the recommended practices as standards in their respective state regulations.
- **Indian Practice** – Converts some of the recommended practices as standards, subject to merit.



Comparison – Standards & Recommended Practices (Annex 14)

- Operative Verb “Shall” denotes Standard - 935 times (Ch 1 to 10 – 888 & App – 47)
- Operative Verb “Should” denotes Recommended Practices
- 810 times (Ch 1 to 10 – 644 & App – 164)
- Recommended Practices – 482 (Ch 1 to 10)





Present Scenario – India (CAR 4B1)

- **Till 2017** – All Recommended Practices as Standards
- **Since 2017** – Collaborative approach (Regulator & Stake holders)
- **Editorial Practice:** Following words were included in DGCA Civil Aviation Requirements in Rev. 7, 13th Sep 2022.

“Shall” or “must” – compliance is mandatory.

“Should” – compliance is recommended and the operator will endeavor to confirm to that specification but not compulsory.

“May” – there is discretion for the applicant/operator to apply alternate means of compliance or to discount the requirement.





Present Scenario – India (CAR 4B1)

- **“Shall” →** Used 1324 times in DGCA India’s Civil Aviation Requirements, Section 4 Series B Part I Issue II, 26th August 2015 Revision 7 Effective date 13th Sep. 2022, which is 421 times less than total 1745(Shall +should) times used in Annex 14.
- 482 Recommended Practices (ICAO) → 301 Converted as Standards.



Rationale for Transposition - India



सत्यमेव जयते

Directorate General of Civil Aviation
(DGCA)

1. **Standards** – Minimum requirement
 - Standardization
 - Safety of Aircraft Operations
2. **Recommended Practices**
 - Challenges of Implementation



Rationale for Transposition - India



सत्यमेव जयते

Directorate General of Civil Aviation
(DGCA)

3. Indian Conditions/Scenario

- Evaluation of the requirement and its safety implications
- Collaborative approach for transposition
- Collaboration – Stakeholders in aviation (Airport / Airlines / CNSS)
- Standardization – Same standard across Indian Airports
- Safety of Aircraft Operations. – Ensure safety.



Examples for Transposition - India

Collaboration

1.5.3 **Recommendation.**— *Aerodrome stakeholders, particularly aircraft operators, **should** be consulted in order to facilitate the master planning process using a consultative and collaborative approach.*

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Standardization

2.4.2 **Recommendation.**— *The aerodrome reference temperature **should** be the monthly mean of the daily maximum temperatures for the hottest month of the year (the hottest month being that which has the highest monthly mean temperature). This temperature **should** be averaged over a period of years.*

2.4.2 The aerodrome reference temperature **shall** be the monthly mean of the daily maximum temperatures for the hottest month of the year (the hottest month being that which has the highest monthly mean temperature). This temperature **shall** be averaged **over a period of five years**.



Examples for Transposition - India

Safety of Aircraft Operations

3.1.6 Recommendation.— *When it is necessary to displace a threshold, either permanently or temporarily, from its normal location, account should be taken of the various factors which may have a bearing on the location of the threshold. Where this displacement is due to an unserviceable runway condition, a cleared and graded area of at least 60 m in length should be available between the unserviceable area and the displaced threshold. Additional distance should also be provided to meet the requirements of the runway end safety area as appropriate.*

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Provision of Exemptions

Requirement for Exemption

- Physical constraints of the airport
- Facility is already in existence as per old regulations and continued to be in operation
- Volume of operations - availability of funds

Categories of Exemption

- Temporary – Expected to be removed (Mandatory Signs / Runway Strip etc)
- Permanent – Cannot be removed reasonably (High ground infringing OLS)

Effects on safety needs to be analyzed and compensatory measures and/or limitations on its use to mitigate any non-compliance has to be established



Procedure for Exemptions

- **Application**
 - Reasons for noncompliance, safety assessment reports, means of mitigation and indication time for compliance.
 - Relevant provisions of CAR to be exempted.
 - Period of Exception required
 - Action plan for rectification and review of non-compliance (Risk assessments & mitigation measures to ensure equivalent / acceptable level of safety. (Temporary Exemption)
 - Mitigation measures to reduce the risk arising due to noncompliance (Safety assessment) – (Permanent Exemption)
 - Annual Review
- **Inclusion in Aerodrome Manual, NOTAM / AIP**
- **Removal of exemption to be notified & deleted from AM, NOTAM / AIP**

Collaboration

Standardization

Safety of Aircraft Operations

Thank You