



ICAO

# INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

*Workshop on the Implementation of  
Amendment 82 to Annex 3 to Chicago  
Convention and the PANS-MET*

*(Praia, Cabo Verde, 30 March – 3 April 2026)*



## Session 4 : Practical Implementation/Exercises & Case Studies

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### PPT4.2 – Guidance for the transposition of SARPs – Notification of differences

ICAO, WACAF Office

# Overview

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**03** Notification of differences

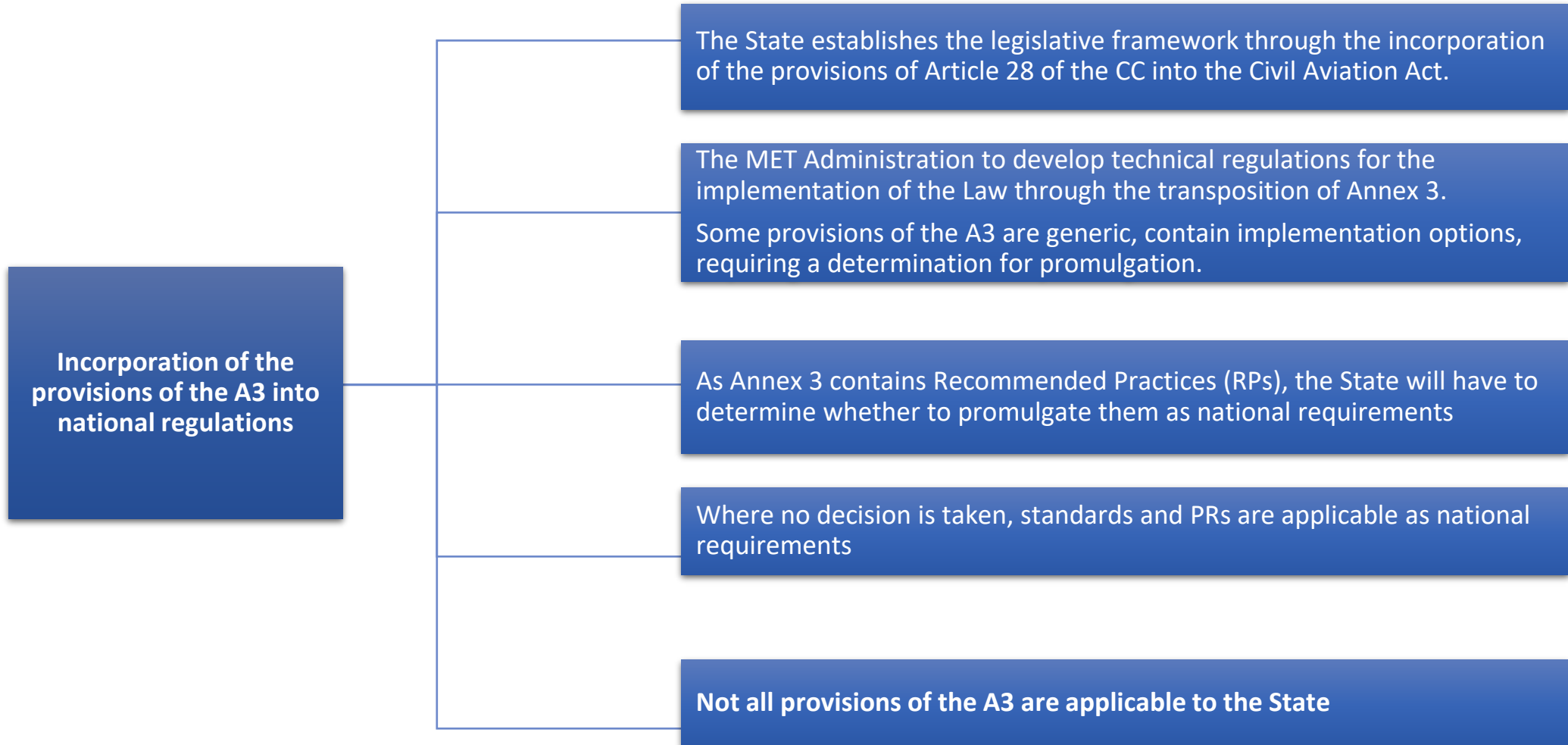
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## Introduction

- *Article 28 – Air navigation facilities and services* – Commitment of States to provide facilities and services to facilitate international aviation in accordance with the Convention.
- *Article 37 – Adoption of International Standards and Procedures* – Requirements for Collaborating in Achieving the Highest Possible Degree of Practical Consistency in Regulations, Standards, Procedures and Organization.
- *Article 38 : Departures from international standards and procedures* – States should immediately notify the International Civil Aviation Organization of any discrepancies between its own procedures and practices and those established by the international standard.

# Specific operating regulations

## Guidance for the incorporation of A3 into national regulations



# Notification of differences

Réf. : ATTACHMENT D to the letter AN 10/1.1-25/24 Adoption of Amendment 82

- SARP compliance typically goes beyond the promulgation of national regulations.
- Compliance requires the **adoption of concrete measures** for implementation, such as **the provision of facilities, personnel and equipment**, as well as the establishment of **effective enforcement mechanisms**.
- Contracting States should take these elements into account when determining their conformity or differences.
- The main purpose of the notification of differences is **to promote the safety, regularity and efficiency of air navigation** by bringing to the attention of the services concerned, whether official or private, including those of operators and service providers, whose activities relate to international civil aviation, all national regulations and practices which deviate from the standards contained in the Annexes to the Convention.
- Differences are structured into three categories: "**Category A**" – National Regulation that is more stringent than a standard or recommended practice, "**Category B**" – Differentiation or Otherwise Achieved Compliance – "**Category C**" – Less Protection or Partially or Not Implemented.

# Notification of Differences – “Category A”

Ref.: ATTACHMENT D to the letterAN 10/1.1-25/24

- The provision established by the Contracting State is more stringent than the standard or recommended practice (Category A).
- This category applies when the regulation or government practice is more stringent than the corresponding standard or recommended practice, or when it imposes an obligation that falls within the scope of the Annex but is not the subject of a standard or recommended practice.
- This is particularly important when the higher standard imposed by the Contracting State affects the operation of aircraft of other Contracting States in and over its territory.
- The Category A classification means that the state regulations are more restrictive or more demanding than the ICAO standard.

## Exemple de Notification : Runway Visual Range (RVR)

A3 Chap.. 4 §4.6.3.1 The runway visual range, as defined in Chapter 1, will be evaluated for all runways intended for Category II and III instrument approach and landing operations.

...

A3 Chap. 4 §4.6.3.3 Runway visual range assessments made in accordance with § 4.6.3.1 and 4.6.3.2 shall be reported in metres for the duration of periods when the runway visibility or visual range is less than 1500 m.

Item	ICAO Standard(A3)	State Difference (Category A)
<b>Runway Visual Range (RVR) Report</b>	RVR reporting mandatory for the duration of periods when visibility or RVR drops below 1500 m.	RVR reporting required during all periods when visibility or RVR drops below 2000 m.
<b>Justification</b>	Basic Operational Standard	Increased precautionary measure for low-visibility approaches to mountainous airports.

# Notification of Differences – “Category B”

**Ref.: ATTACHMENT D to the letter AN 10/1.1-25/24**

- The provision established by the Contracting State is of a different character, or the Contracting State has established another means of compliance (Category B).
- This category applies where the regulation or national practice differs from the corresponding standard or recommended practice in its character or in principle, type or system, without necessarily imposing any additional obligation.
- Category B specifically concerns cases where a State complies with the Standard, but using means or methods different from those specified by ICAO.

Parameter	Thresholds, ICAO A3	State practice (Category B)
Visibility (in metres)	800, 1500, 3000, 5000	1500, 3000, 5000
Low ceiling (ft)	100, 200, 500, 1000, 1500	200, 500, 1000, 1500

- **A3 Chap. 4 §4.4.1** The meteorological service provider shall, after consultation with the competent ATS authority, operators and other interested parties, establish a list of criteria for special observations.

*Note 1.— The technical specifications for the establishment and dissemination of the SPECIs are given in Chapter 2, § 2.1.1.2 and 2.1.1.3 of the PANS-MET (Doc 10157)*

- **PANS-MET (Doc 10157) Chap. 2 §2.1.2.2.1** ECUs shall be established in accordance with Annex 3, § 4.4.2, subparagraph (b), and published whenever changes occur that meet the following criteria:

...

f) when the height of the base of the lowest layer of clouds known as BKN or OVC increases and reaches or crosses, or decreases and crosses, one or more of the following values :

- 1) 30, 60, 150 ou 300 m (100, 200, 500 ou 1 000 ft) ;
- 2) 450 m (1 500 ft), when a significant number of flights are conducted in accordance with visual flight rules;

...

b) when visibility improves and reaches or crosses, or deteriorates and crosses, one or more of the following values:

- 1) 800, 1500 ou 3 000 m ;
- 2) 5 000 m, when a significant number of flights are conducted in accordance with visual flight rules;

- **Difference (Typical example "Category B")**

A State may decide, for local operational or simplification reasons, not to follow the lists of criteria mentioned above.

**For example:** State X does not publish a SPECI for crossing the 800 threshold, because its low-visibility operating procedures do not start until 1500 m. (see example Table).

# Notification of Differences – “Category C”

Ref.: ATTACHMENT D to the letter AN 10/1.1-25/24

- The provision established by the Contracting State provides less protection, has been partially implemented or has not been implemented (Category C).
- This category applies where the national regulation or practice affords less protection than the corresponding standard or recommended practice, or where there is no national regulation which corresponds wholly or partially to the standard or recommended practice in question, or where the Contracting State has not brought its own use into full conformity with the corresponding standard or recommended practice.

**N.B.:** Categories A, B and C do not apply to SARPs that are "not applicable"».

- **A3 Chap. 4 §4.4.1** The meteorological assistance provider, after consultation with the competent ATS authority, operators and other interested parties, shall establish a list of criteria for special observations.

*Note 1.— The technical specifications for the establishment and dissemination of the SPECIs are given in Chapter 2, § 2.1.1.2 and 2.1.1.3 of the PANS-MET (Doc 10157)*

- **PANS-MET (Doc 10157) Chap. 2 §2.1.2.2.1** ECUs shall be established in accordance with Annex 3, § 4.4.2, subparagraph (b), and published whenever changes occur that meet the following criteria:
- ...

b) when visibility improves and reaches or crosses, or deteriorates and crosses, one or more of the following values:

- 1) 800, 1500 ou 3 000 m ;
- 2) 5 000 m, when a significant number of flights are conducted in accordance with visual flight rules;

▪ **Différence (Exemple type "Catégorie C")**

A State may decide, for local operational or simplification reasons, not to follow the above lists of criteria exactly. For example: State X prioritizes thresholds that trigger a change in operational procedures (e.g., activation of low-visibility procedures - LVP) rather than global thresholds.

Parameter	Seuils, A3 OACI	State practice (Category B)
Visibility (in metres)	800, 1500, 3000, 5000	Emission based on operational minima, e.g. 550m on a category I aerodrome
Fluctuations	Obligation to report on any improvement according to the thresholds	Deferred improvement report if conditions remain below the operator's minimums.

# Standard or recommended practice "Not Applicable".

## Doc 10055 Chap. 2 §2.2 Not Applicable SARP

- While most SARPs apply to all states, some may only apply to certain states. For example, Annex 3 contains provisions that apply only to States that have accepted the responsibility of providing a global area forecast centre (WAFC) as part of the global regional forecast system.
- **However, to remember:**

**AFI eANP, Vol I Part V, §1.1** This part of the AFI ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of aeronautical meteorology (MET) facilities and services in the Africa-Indian Ocean Region and **complements the provisions of the ICAO SARPs and PANS related to MET.**

◇ **AFI eANP Vol I, Part V, Section 2. GENERAL REGIONAL REQUIREMENTS**

*World area forecast system (WAFS) and meteorological offices*

- ◇ **§ 2.1** In the Africa-Indian Ocean Region, WAFC **London** has been designated as the centre for the operation of the aeronautical fixed service satellite distribution system / WAFS Internet File Service (SADIS and/or WIFS) and the Internet-based Secure SADIS FTP service.

**Basic-ANP, Vol I § 8.8:** Each State should make the necessary arrangements to receive and make full operational use of WAFS products issued by WAFC London. FASID Table MET 7 provides the status of authorized access by SADIS users to the satellite broadcast and location of the operational VSATs. [**APIRG/12, Con. 12/32**]

- Contracting States should point out the differences from the definitions.
- The definition of a term in a standard or recommended practice **is not independent but forms part of the standard or recommended practice** in which the term is used.
- A difference from a definition may therefore correspond to a difference from a standard or recommended practice.
- Contracting States **should therefore take into account differences from the relevant definitions** when determining whether they are in compliance with or departing from SARPs.

# Scope of the Difference Notification

Ref.: ATTACHMENT D to the letter AN 10/1.1-25/24

- 2.5 A notification of difference must cover not only the latest amendment but also the entire Annex, including this amendment. In other words, **Contracting States are required to provide updates to previously notified differences for as long as they exist.**
- 2.6 *Further guidance on the identification and reporting of differences, examples of well-defined differences and examples of standard processes and procedures for managing the notification of differences can be found in the Handbook on Notification and Publication of Differences (Doc 10055).*

**Doc 7126 Chap.22 §2.6.1** Notifying ICAO of differences enhances the safety, efficiency, and regularity of air navigation by ensuring that government agencies and other stakeholders involved in international civil aviation—including operators and service providers—are informed of all national regulations and practices insofar as they differ from those prescribed in the SARPs. When published in the AIP, significant differences provide a clear picture of their operational implications for all users of this document..

**Doc 8126 Chap.22 §2.6.2** Annex 15 requires States to publish in the AIP **any significant differences** between their national regulations and practices and the corresponding ICAO provisions. In addition, the PANS-AIM (Doc 10055) requires States to publish in their AIP, Part 1 — General (GEN), GEN 1.7, a **list of significant differences with all Annexes, PANS and Regional Supplementary Procedures (SUPPs)**, thereby providing essential information for international operations that is not easily.

**Doc 8126 Chap.22 §2.6.3** Any significant differences notified to ICAO must also be included in the AIP in a form that allows a user to easily differentiate between a State's national rules and practices and the corresponding ICAO provisions.



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Thank You!