



PANS-AERODROMES

DOC 8143

FORMULATION OF PROPOSALS FOR INT'L SARPS AND PANS

- STANDARDS
- RECOMMENDED PRACTICES
- PANS



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STANDARDS

TO QUALIFY AS A STD, THE SPECIFICATION MUST BE SUCH THAT ITS UNI-FORM APPLICATION BY ALL CONTRACTING STATES IS **NECESSARY** FOR SAFETY OR REGULARITY OF INTERNATIONAL AIR NAVIGATION



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RECOMMENDED PRACTICE (RP)

TO QUALIFY AS A RP, A SPECIFICATION MUST BE SUCH THAT ITS UNIFORM APPLICATION BY ALL CONTRACTING STATES IS CONSIDERED **DESIRABLE**, BUT NOT ESSENTIAL, FOR SAFETY, REGULARITY OR EFFICIENCY OF INTERNATIONAL AIR NAVIGATION



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PANS

TO QUALIFY FOR PANS STATUS,
THE PROCEDURE SHALL BE
AGREED AS SUITABLE FOR
APPLICATION ON A WORLD-WIDE
BASIS, ALTHOUGH THE NEED TO
APPLY IT IN A GIVEN AREA MAY BE
SUBJECT TO REGIONAL
AGREEMENT.

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3. PANS

3.1 PANS COMPRISE OPERATING PRACTICES AS WELL AS MATERIAL CONSIDERED TOO DETAILED FOR SARPS. PANS AMPLIFY THE BASIC PRINCIPLES IN THE CORRESPONDING SARPS TO ASSIST IN THE APPLICATION OF THOSE SARPS.

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3.3 THE FOLLOWING RULES SHALL BE OBSERVED IN THE DRAFTING OF PANS:

a) THE VERB “SHALL” IS TO BE USED WHERE UNIFORM APPLICATION IS ESSENTIAL

b) THE VERB “SHOULD” IS TO BE USED WHERE VARIATION IN DETAIL WOULD NOT BE AN IMPEDIMENT TO SUCCESSFUL APPLICATION

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DOC 8143 also describes:

- a) what are DEFINITIONS**
- b) what are APPENDICES**
- c) what are NOTES**
- d) what are ATTACHMENTS**
- e) what are dates of APPLICABILITY**



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DOC 4444 PANS-ATM

DOC 8168 PANS-OPS

SCOPE/COMMENTARY

- **PANS ARE COMPLEMENTARY TO SARPS**
- **PANS SPECIFY IN GREATER DETAIL THAN IN THE SARPS, THE ACTUAL..**



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... PROCEDURES TO BE APPLIED
BY (ATS UNITS) IN PROVIDING THE
VARIOUS (ATSS) TO AIR TRAFFIC

STATUS

- PANS DO NOT HAVE THE SAME STATUS AS SARPS. WHILE THE LATTER ARE *ADOPTED* BY COUNCIL PURSUANT TO ARTICLE...



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- ...37 OF THE CONVENTION, SUBJECT TO THE FULL PROCEDURE OF ARTICLE 90, PANS ARE *APPROVED* BY THE COUNCIL AND RECOMMENDED TO STATES FOR WORLDWIDE APPLICATION

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- PANS MAY CONTAIN MATERIAL WHICH MAY EVENTUALLY BECOME SARPS WHEN IT HAS REACHED THE MATURITY AND STABILITY NECESSARY FOR ADOPTION, THEY MAY ALSO COMPRISE MATERIAL PREPARED AS AMPLIFICATION OF THE BASIC PRINCIPLES IN THE ...

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- ..CORRESPONDING SARPS, AND DESIGNED PARTICULARLY TO ASSIST THE USER IN THE APPLICATION OF THOSE SARPS.

IMPLEMENTATION

- IMPLEMENTATION OF PANS IS THE RESPONSIBILITY OF STATES
- ARE APPLIED IN ACTUAL OPS ...

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- ..ONLY AFTER, AND INsofar AS, STATES HAVE ENFORCED THEM.
- WITH A VIEW TO FACILITATE THEIR PROCESSING TOWARDS IMPLEMENTATION BY STATES, THEY HAVE BEEN PREPARED IN LANGUAGE WHICH WILL PERMIT DIRECT USE BY (ATSs) PERSONNEL AND OTHERS ASSOCIATED WITH THE PROVISION..

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- ..OF (ATSs) TO INTERNATIONAL AIR NAVIGATION
- UNIFORM APPLICATION OF PANS DESIRABLE, BUT LATITUDE IS PERMITTED FOR DEVELOPMENT OF DETAILED PROCEDURES WHICH MAY BE NEEDED TO SATISFY LOCAL CONDITIONS.



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PUBLICATION OF DIFFERENCES

- PANS DO NOT CARRY THE STATUS AFFORDED TO STDS *ADOPTED* BY THE COUNCIL AS ANNEXES TO THE CONVENTION, AND THEREFORE, DO NOT COME WITHIN THE OBLIGATION IMPOSED BY ARTICLE 38 OF THE ...

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- ...CONVENTION TO NOTIFY DIFFERENCES IN THE EVENT OF NON-IMPLEMENTATION.
- ATTENTION IS DRAWN TO PROVISION OF ANNEX 15 RELATED TO PUBLICATION IN THEIR AIP OF LISTS OF SIGNIFICANT DIFFERENCES



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- ..BETWEEN THEIR PROCEDURES AND THE RELATED ICAO PROCEDURES.

PROMULGATION OF INFORMATION

- INFORMATION RELATING TO THE ESTABLISHMENT AND WITHDRAWAL OF, AND CHANGES TO, FACILITIES, SERVICES AND PROCEDURES AFFECTING ACFT OPS PROVIDED

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- ..ACCORDING TO PROCEDURES SPECIFIED IN THE PANS SHOULD BE NOTIFIED AND TAKE EFFECT IN ACCORDANCE WITH ANNEX 15

CONTENTS

- ONE LINER ON CONTENTS OF EACH CHAPTER

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ASSEMBLY RESOLUTION A36-13 : CONSOLIDATION OF ICAO POLICIES & ASSOCIATED PRACTICES RELATED TO AIR NAVIGATION



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**APPENDIX A:
FORMULATION OF SARPS & PANS**

**APPENDIX D:
IMPLEMENTATION OF SARPS & PANS**



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APPENDIX A: FORMULATION OF SARPS AND PANS

- SARPS AND PANS SHALL BE AMENDED AS NECESSARY TO REFLECT CHANGING REQUIREMENTS AND TECHNIQUES AND PROVIDE SOUND BASIS FOR REGIONAL PLANNING AND PROVISION OF FACILITIES & SERVICES.



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- IN THE DEVELOPMENT OF ...PANS...ICAO SHOULD UTILIZE THE WORK OF OTHER RECOGNIZED STANDARDS-MAKING ORGANIZATION.
- STATES SHALL BE CONSULTED ON PROPOSALS FOR AMENDMENT OF SARPS & PANS BEFORE COUNCIL ACTS ON THEM.

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- **APPLICABILITY DATES OF AMENDMENTS TO SARPS AND PANS SHALL BE SO ESTABLISHED AS TO ALLOW STATES SUFFICIENT TIME FOR IMPLEMENTATION.**

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- APPLICABILITY DATES SHALL BE SO ESTABLISHED AS TO AVOID STATES TO AMEND THEIR NATIONAL REGULATIONS MORE OFTEN THAN TWICE PER CALENDAR YEAR.
- ANY ONE ANNEX OR PANS SHALL NOT BE AMENDED MORE FREQUENTLY THAN ONCE PER CALENDAR YEAR.

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- COUNCIL TO ENSURE SARPS AND PANS ARE COMPLETELY CONSISTENT WITH EACH OTHER.
- STATES TO COMMENT FULLY AND IN DETAIL ON SARPS AND PANS. THEY SHOULD BE ALLOWED AT LEAST THREE MONTHS FOR THIS PURPOSE.

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APPENDIX D : IMPLEMENTATION OF SARPS & PANS

- STATES SHALL BE ENCOURAGED AND ASSISTED IN IMPLEMENTATION OF ... PANS
- DIFFERENCES BETWEEN STATES' REGULATIONS AND PRACTICES AND ICAO...PANS SHALL BE MONITORED..

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- ..BY COUNCIL WITH THE AIM OF ENCOURAGING ELIMINATION OF DIFFERENCES THAT ARE IMPORTANT FOR SAFETY AND REGULARITY OF INT'L AIR NAVIGATION OR ARE INCONSISTENT WITH THE OBJECTIVE OF THE INT'L STDS.

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ANNEX 15 : AERONAUTICAL INFORMATION PUBLICATION

Chapter 4 : AIPs

§ 4.1.2 (STD): AIP shall include in PART 1 – General (GEN):

- a)
- b)
- c) a list of significant differences...

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- ... between the national regulations and practices of the State and the related ICAO ... and Procedures, given in a form that would enable a user to differentiate readily between the requirements of the State and the related ICAO provisions;

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- d) the choice made by a State in each significant case where an alternative course of action is provided for in ICAO ... and Procedures.



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APPENDIX 1 TO ANNEX 15 : CONTENTS OF AIP

PART 1 – GENERAL (GEN)

GEN 1.7 - Differences from ICAO SARPs and Procedures

- A list of significant differences between national regulations and ...



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- .. and practices of the State and related ICAO provisions, including:
 - 1) provision affected (Annex and edition number, paragraph): and
 - 2) difference in full text.

All significant differences must be listed under this subsection. All Annexes must ³²

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- .. be listed in numerical order even if there is no difference to an Annex, in which case a NIL notification must be provided. National differences or the degree of non-application of the regional supplementary procedures must be notified immediately following the Annex to which the supplementary procedure relates.

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GEN 1-7 - 48

27 Aug 09

UK AIP

Annex 18 The Safe Transport of Dangerous Goods by Air (7rd Edition) (AMDT 8)			
Chapter 10	S	Establishment of Training Programmes The provisions of Chapter 4 of the Technical Instructions, which is the amplification of Chapter 10 in Annex 18, are fully met with the exception of requiring training for shippers in emergency procedures as it is not appropriate for UK aviation law to apply to shippers and other organizations.	

Doc 4444 Procedures for Air Navigation Services — Air Traffic Management (15th Edition)			
Reference	S-Standard / R-Recommended Practice	Difference	Remarks (Reasons For Difference)
Chapter 4 4.5.7.2.1		General Provisions for Air Traffic Services The phraseology 'Cleared via flight plan route' is not used in the UK.	
4.5.7.5.1		In addition, the following items are to be read back in full: taxi/lowing instructions, approach clearances, altimeter settings, VDF information, type of ATS Surveillance Service being received and frequency changes. See GEN 3.3.3.	
4.6.1.5		At or above FL 280, speeds shall be expressed in multiples of 0.01 Mach; below FL 280, multiples of 10 kt shall be used.	
4.9		UK wake turbulence categories are different to ICAO. Pilots should refer to and be familiar with UK AIC 17/1999 (Pink 188), as amended.	
4.10.4.7		The operational unit of pressure in the UK is millibar (abbreviated 'mb').	
Chapter 5 5.3.3.2		Separation Methods and Minima Cruise climbs are not authorised by ATC in the UK.	
Chapter 6 6.3.2.4		Separation in the vicinity of Aerodromes When a departing aircraft on a SID is cleared to climb to a level higher than the initially cleared level or the level(s) specified in a SID, the aircraft shall climb directly to the cleared level, unless the SID vertical restrictions are reiterated as part of the clearance.	
6.5.7.1		EATs will be issued when the estimated delay is 20 minutes or greater.	
Chapter 7 7.2		Procedures for Aerodrome Control Service The procedure for selection of runway in use for noise preferential reasons is currently not implemented in the UK.	
7.6.3.1.1.3		Standard taxi routes are not published in the UK. Taxi instructions will be issued individually by ATC.	
7.6.3.2.3.3		In the UK, the use of flashing runway or taxiway lights has no meaning and is not used.	
7.14.1.3		In the UK the threshold visibility for Special VFR clearance is 1800 m.	
7.15		Aerodrome lighting shall be displayed from 15 minutes before any ETA and until 15 minutes after any ATD as follows: a. By day: High intensity systems, where installed on the runway to be used, whenever the visibility is less than 5 km and/or the cloud base is less than 700 ft; b. By night: Irrespective of weather conditions.	
Chapter 8 8.6.5.1 (b)		ATS Surveillance Services Except in the approach phase, the purpose and extent of initial vectors will not be given by controllers. Aircraft in receipt of vectors and subsequently experiencing radio failure must follow the radio failure procedure notified at ENR 1.1.3.	

AMDT 009/09

Civil Aviation Authority