

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.

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 –5

5.2 Availability

5.2.1 By 1 January 2023, 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.

- 5. ANNEX 5- NIL
- 6. ANNEX 6

The following provision has been introduced in Nepal:

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.

4.4 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.

4.9 Single pilot operations under the Instrument Flight Rules (IFR) or at night

4.9.1 A single-engine aeroplane shall not be operated under the IFR by a single pilot or at night for commercial operations.

4.10.4 Reserved

4.10.5 Reserved

4.10.6 Reserved

6.2.2 An aeroplane shall be equipped with:

- a) Accessible and adequate medical supplies appropriate to the number of passengers the aeroplane is authorized to carry, as specified by Director General, CAAN.

Medical supplies should comprise;

- 1) One or more first aid kits for the use of cabin crew in managing incidents of ill health; and
- 2) For aeroplanes required to carry cabin crew as part of the operating crew, one universal precaution kit (two for aeroplanes authorized to carry more than 250 passengers) for the use of cabin crew members in managing incidents of ill health associated with a case of suspected communicable disease, or in the case of illness involving contact with body fluids; and

- 3) For aeroplanes authorized to carry more than 100 passengers, on a sector length of more than two hours, a medical kit, for the use of medical doctors or other qualified persons in treating in-flight medical emergencies.

Note.- Types, number, location and contents of medical supplies are contained in Appendix 4.

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.

6.12. All Aeroplanes operated above 15,000 m (49,000 ft) — Radiation Indicator - Reserved

6.22 Turbo-jet aeroplanes – forward looking Windshear Warning System

6.22.1 All turbo-jet aeroplanes of a maximum certificated take-off mass in excess of 5700kg or authorized to carry more than nine passengers should be equipped with a forward – looking wind shear warning system.

6.23 All aeroplanes operated by a single pilot under the Instrument Flight Rules (IFR) or at night

6.23.1 A single-engine aeroplane shall not be operated under the IFR by a single pilot or at night for commercial operations.

9.4.5 Single pilot operations under the Instrument Flight rules (IFR) or at night

9.4.5.1 A single-engine aeroplane shall not be operated under the IFR by a single pilot or at night for commercial operations.

Chapter -10

Flight operations officer/ flight dispatcher

10.4 A flight operations officer/flight dispatcher assigned to duty should maintain complete familiarization with all features of the operation which are pertinent to such duties, including knowledge and skills related to human performance.

Note.— Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the Human Factors Training Manual (Doc 9683).

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.

11.4.3 Completed journey log book should be retained to provide a continuous record of the last six months' operations.

Chapter -13

13.1 Domestic and International Commercial Operations

Information set forth in this Chapter is applicable to all operators engaged in domestic and international commercial air operations.

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
- 19) ANNEX 19 - NIL