

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. DIFFERENCES FROM ICAO STANDARDS AND RECOMMENDED PRACTICES

Significant differences from ICAO Standards and Recommended Practices are identified in the tables below.

Annex 1: Personnel Licensing (14 th Edition, AMDT 179)		
Reference	Description of difference	Remarks
NIL		

Annex 2: Rules of the Air (11 th Edition, AMDT 48)		
Reference	Description of difference	Remarks
Chapter 3 3.2.2	SERA.3210(b), specifies: '(b) An aircraft that is aware that the maneuverability of another aircraft is impaired shall give way to that aircraft.'	New provision.
Chapter 3 3.2.2.4	SERA.3210(c)(3) SERA allows sailplanes to overtake each other from the right as well.	
Chapter 3 3.2.2.7.3	SERA.3210(d)(3) SERA refers to the previous point, so it requires explicit clearance from the control tower in addition.	
Chapter 3 3.2.3.2(b)	SERA.3215(b)(2) SERA allows for point b) to act as far as practicable; in addition, the definition of night is different.	
Chapter 3 3.2.5	SERA.3225 SERA differs from ICAO Annex 2, 3.2.5(c) and 3.2.5(d). SERA.3225 specifies that subparagraphs (c) and (d) do not apply to balloons.	
Chapter 3 3.3.1.2	SERA.4001(b) SERA.4001(b)(5) allows for States to prescribe other requirements for any flight across international borders, and requires in SERA.4001(b)(6) for any flight planned to operate at night, if leaving the vicinity of an aerodrome.	New provision.
Chapter 3 3.3.2	SERA.4005(a) SERA.4005(a)(14) explicitly requires the inclusion of information regarding the existence of a ballistic parachute recovery system in the flight plan, if installed on the aircraft.	
Chapter 3 3.3.5.3	SERA.4020(c) SERA also considers operating site, not just aerodrome.	
Chapter 3 3.3.5.4	SERA.4020(d) SERA also considers operating site, not just aerodrome.	
Chapter 3 3.3.5.5	SERA.4020(e) SERA also considers operating site, not just aerodrome.	

Annex 2: Rules of the Air (11 th Edition, AMDT 48)		
Reference	Description of difference	Remarks
Chapter 3 3.6.5.2.1	SERA.14083(c)(3) SERA.14083(c)(6) also requires IFR flights to set Mode A Code 7601 in order to inform the ATS unit about their intention to continue to fly in VMC and land at the nearest suitable aerodrome. Point b) is not implemented.	
Chapter 3 3.6.5.2.2	SERA.14083 SERA.14083 requires a common time parameter of 20 minutes to be observed for both procedural and surveillance environment before adapting the speed and level in accordance with the filed flight plan, as amended by the delay and modification messages.	
Chapter 3 3.8.1	SERA.11015 The words 'in distress' of ICAO Annex 2, 3.8 are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore, the provisions contained in ICAO Annex 2, paragraphs 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law.	
Chapter 4 4.6	SERA.5005(f) SERA requires in addition to the ICAO obstacle clearance criteria in point (2) that the VFR flight shall be flown at a height less than 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.	
Chapter 5 5.3.3	SERA.5025(c) Position reports are required by IFR flights in uncontrolled airspace even without having submitted a flight plan, when required to maintain air-ground communication.	

Annex 3: Meteorological Service for International Air Navigation (21 st Edition, AMDT 82)		
Reference	Description of difference	Remarks
Chapter 9 9.5	Meteorological information for use by aircraft in flight is not provided. No VOLMET available to supply meteorological information for use by an aircraft in flight	Planned to implement VOLMET in 2027.

Annex 4: Aeronautical Charts (11 th Edition, AMDT 62)		
Reference	Description of difference	Remarks
Chapter 1 1.3.2	AIS.TR.100 AIS.OR.325 does not specify which charts have to be produced and be made available in a State.	
Chapter 4	Albania does not produce an Aerodrome Obstacle Chart - ICAO Type B.	User requirement is satisfied by the current content of the AIP. There are no current plans to produce this chart.

Annex 4: Aeronautical Charts (11th Edition, AMDT 62)		
Reference	Description of difference	Remarks
Chapter 5	Albania does not produce an Aerodrome Terrain and Obstacle Chart – ICAO (Electronic).	Work is currently underway to identify the measures required to achieve compliance with this standard.
Chapter 8	The Area Chart is not produced by Albania.	Requirement fulfilled by other charts – SID and STAR charts.
Chapter 11 11.10.4.3	The Final Approach Fix or Point (FAF/ FAP) geographical coordinates are not shown.	Publication of these coordinates are of no benefit to the chart user.
Chapter 13 13.6.1	Geographical coordinates for appropriate taxiway centre line points are not shown.	Work is currently underway to achieve compliance with this standard.
Chapter 13 13.6.1	Certified VOR ground checkpoints on the airport surface are not available.	Work is currently underway to achieve compliance with this standard.
Chapter 16	The World Aeronautical Chart ICAO 1:1 000 000 is not produced by Albania.	Aeronautical Chart – ICAO 1:500 000 is produced instead.
Chapter 17 17.4.3	Chart is sold flat.	Chart user folds at own discretion.
Chapter 17 17.7.12.2	Limits of tree growth not shown.	Not applicable.

Annex 5: Units of Measurement to be Used in Air and Ground Operations (5th Edition, AMDT 17)		
Reference	Description of difference	Remarks
NIL		

Annex 6, Part I: International Commercial Air Transport - Aeroplanes (12th Edition, AMDT 50)		
Reference	Description of difference	Remarks
NIL		

Annex 6, Part II: International General Aviation - Aeroplanes (11th Edition, AMDT 42)		
Reference	Description of difference	Remarks
NIL		

Annex 6, Part III: International Operations - Helicopters (11th Edition, AMDT 26)		
Reference	Description of difference	Remarks
NIL		

Annex 6, Part IV: Remotely Piloted Aircraft Systems (1st Edition)		
Reference	Description of difference	Remarks
NIL		

Annex 7: Aircraft Nationality and Registration Marks (6th Edition, AMDT 7)		
Reference	Description of difference	Remarks
NIL		

Annex 8: Airworthiness of Aircraft (13 th Edition, AMDT 110)		
Reference	Description of difference	Remarks
NIL		

Annex 9: Facilitation (17 th Edition, AMDT 30)		
Reference	Description of difference	Remarks
NIL		

Annex 10, Volume I: Radio Navigation Aids (8 th Edition, AMDT 94)		
Reference	Description of difference	Remarks
Annex 10, Volume I	The dynamic reference to ICAO Annex 10, Volume I will not be updated by the applicability date.	

Annex 10, Volume II: Communication Procedures including those with PANS status (7 th Edition, AMDT 94)		
Reference	Description of difference	Remarks
Chapter 4 4.4.1.1.3	The dynamic reference to ICAO Annex 10, Volume II will not be updated by the applicability date.	
Chapter 4 4.7	The dynamic reference to ICAO Annex 10, Volume II will not be updated by the applicability date.	
Chapter 5 5.2.1.7.3.2.3	ICAO Annex 10, Volume II, 5.2.1.7.3.2.3 is transposed in SERA.14055 with a difference as follows: SERA.14055 (b) (2) Radiotelephony procedures The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling. For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted.	New provision.

Annex 10, Volume III: Communication Systems (2 nd Edition, AMDT 93)		
Reference	Description of difference	Remarks
Annex 10, Volume III	The dynamic reference to ICAO Annex 10, Volume III will not be updated by the applicability date.	

Annex 10, Volume IV: Surveillance and Collision Avoidance Systems (5 th Edition, AMDT 91)		
Reference	Description of difference	Remarks
Chapter 4 4.3.3.3.1.2	For ACAS X-compliant systems, the TA warning time shall be sufficient to allow the flight crew to take actions described in PANS-OPS, Volume III and prepare for a potential resolution advisory.	
Chapter 4 4.3.5.1.1.2	For ACAS X-compliant systems: Once an RA has been generated against a threat or threats it shall be maintained until the intruders of the RA cease to be threat.	
Chapter 4 4.3.8.4.2.3.4.2.9	CAC (Mode C altitude code). This 13-bit (76-88) subfield shall denote the Mode C altitude code of the reporting aircraft.	

Annex 10, Volume V: Aeronautical Radio Frequency Spectrum Utilization (3rd Edition, AMDT 91)		
Reference	Description of difference	Remarks
Annex 10, Volume V	The dynamic reference to ICAO Annex 10, Volume V will not be updated by the applicability date.	

Annex 11: Air Traffic Services (15th Edition, AMDT 54)		
Reference	Description of difference	Remarks
Chapter 2 2.6.1	SERA.6001 allows aircraft to exceed the 250 kts speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.	Exemption possibility
Chapter 2 2.11.3.2	A lower limit of a control area is not established at a height above the ground or water of not less than 200 m (700 ft) in the mountainous areas.	If this rule is implemented in the TMA, the minimum altitude for the RVA sectors would be increased, making it almost impossible for IFR flights to descend normally from the Intermediate Fix (IF). Aircraft flying under VFR conditions can freely operate within the TMA down to 500 ft below the minimum altitude of the RVA sectors, as long as air traffic control and safety requirements are met.
Chapter 2 2.13.5	Minister's Order Nr. 193 date 06.10.2022 ATM/ANS.AR. A. 015 Annex XI (Part-FPD) indicates a list of items to be used without indicating that (1) shall consist of (2)(3)(4)(5). However, in Minister's Order Nr. 193 date 06.10.2022 Annex XI, AMC1 SECTION III — (a)(2), the ICAO text of Annex 11 Appendix 3, 2.1.1 is reproduced identically, but not consistent with Section III. Annex 11 Appendix 3, 2.1.1. (e) requires that the word "visual" is used in the plain language designator when the route has been established for VFR, whereas the EU rule extends it to IFR in VMC as well. (same difference is replicated in Annex 11, Appendix 3, 5.3). Annex 11 Appendix 3, Section 6 (MLS/RNAV) is not transposed. Annex 11, Appendix 3, 7.2 is not transposed. Annex 11, Appendix 3, Section 8 is not transposed.	
Chapter 2 2.15.3	Minister's Order Nr. 193 date 06.10.2022 ATM/ANS.AR. A. 015 In Annex 11, Appendix 2, 1.1 the terms "preferably VHF or higher frequency aids" are not transposed. Paragraphs 4.2, 5.7 and 5.8 are not transposed.	
Chapter 2 2.18.2	Minister's Order Nr. 193 date 06.10.2022 GM2 Article 3c Details are provided in ICAO Annex 11, section 2.19.	

Annex 11: Air Traffic Services (15 th Edition, AMDT 54)		
Reference	Description of difference	Remarks
Chapter 2 2.19.1	Minister's Order Nr. 193 date 06.10.2022 GM2 Article 3 c (1) The national regulation refers to "air operations" instead of "activities", therefore restricting the scope of the requirement. It does not specify with whom the co-ordination should be effectuated by omitting to specify the "appropriate air traffic services authorities".	
Chapter 2 2.19.4	Minister's Order Nr. 193 date 06.10.2022 GM2 Article 3 c Art. 3c (2) refers to Art. 3c (1), which is the transposition of Annex 11, 2.19.1, therefore the same difference applies.	
Chapter 2 2.26.5	SERA.3401(d)(1) Time checks are given at least to the nearest minute.	
Chapter 3 3.1	SERA.8001 Supplement to the Annex to Regulation. SERA.5010(c) introduces an accurate description of and requirements for special VFR.	
Chapter 3 3.3.4	SERA.8005(b) In addition to the ICAO provisions requires the agreement of the pilot of the other aircraft, the maintenance of own separation and allow this exemption below 3050 m (10000 ft) during climb or descent, during day.	
Chapter 3 3.7.3.1	SERA.8015(e)(1) Supplement to the Annex Rules of the Air to SERA Regulation. In addition to the ICAO standard: 1) in point b), point SERA.5015(e)(ii) also includes 'taxi'; 2) in point c), point SERA.5015(e)(iii) also includes 'the newly assigned communication channels'; 3) point SERA.5015(e)(iv) requires the readback of transitions levels.	
Chapter 3 3.7.3.1.1	SERA.8015(e)(2) Supplement to the Annex Rules of the Air to SERA Regulation. The SERA provision includes 'taxi instructions' in addition to the ICAO requirements to be read back.	
Chapter 4 4.3.7	SERA.9010(b) The regulatory provision is the same. However, from 12 August 2021 the breaking action will not be provided through ATIS as it is against the GRF concept, replaced by RCR.	
Chapter 4 4.3.8	SERA.9010(c) The regulatory provision is the same. However, from 12 August 2021 the breaking action will not be provided through ATIS as it is against the GRF concept, replaced by RCR.	

Annex 11: Air Traffic Services (15th Edition, AMDT 54)		
Reference	Description of difference	Remarks
Chapter 4 4.3.9	SERA.9010(d) The regulatory provision is the same. However, from 12 August 2021 the breaking action will not be provided through ATIS as it is against the GRF concept, replaced by RCR.	
Chapter 6 6.1.2.1	Minister's Order Nr. 193 date 06.10.2022 ATS.OR.410(a) of Annex IV (Part-ATS) The Minister's Order Nr. 193 date 06.10.2022 allows flexibility in the available radio coverage subject to approval by the competent authority.	

Annex 12: Search and Rescue (9th Edition, AMDT 19)		
Reference	Description of difference	Remarks
NIL		

Annex 13: Aircraft Accident and Incident Investigation (13th Edition, AMDT 19)		
Reference	Description of difference	Remarks
NIL		

Annex 14, Volume I: Aerodrome Design and Operations (9th Edition, AMDT 18) (For aerodromes not in the scope of DCM 1095/2020)		
Reference	Description of difference	Remarks
Chapter 2 2.6.2	ACR-PCR methodology is transposed, but not yet implemented.	

Annex 14 Volume I: Aerodrome Design and Operations (9th Edition, AMDT 18) (For aerodromes within the scope of DCM 1095/2020)		
Reference	Description of difference	Remarks
Chapter 1 1.1.89	The definition includes an additional runway surface condition 'specially prepared winter runway'.	
Chapter 2 2.9.5	Two additional terms are used for the description of the runway surface condition, namely 'SPECIALLY PREPARED WINTER RUNWAY' and 'SLIPPERY WET'.	
Chapter 2 2.12	Requirements on visual approach slope indicator system have been partially transposed as Guidance Materials.	
Chapter 3 3.3.1	The provision of the runway turn pad is conditional due to the inclusion of the words 'if required' in the relevant Certification Specification.	
Chapter 5 5.2.1.3	Runway side stripe markings may also continue across the intersection.	
Chapter 5 5.3.5.44	The relevant Certification Specification foresees one more case where and object or an extension to an existing object may penetrate the obstacle protection surface that is when after the safety assessment, it is determined that the object would not adversely affect the safety of operations of aeroplanes.	

Annex 14 Volume I: Aerodrome Design and Operations (9th Edition, AMDT 18) (For aerodromes within the scope of DCM 1095/2020)		
Reference	Description of difference	Remarks
Chapter 5 5.3.5.45	The relevant Certification Specification does not foresee the removal of existing objects.	
Chapter 9 9.2.2	The provision of specialist firefighting equipment appropriate to the hazard risk is not foreseen.	
Chapter 9 9.9.4	The presence of equipment/installations is allowed after a safety assessment regarding safety and regularity.	

Annex 14, Volume II: Helicopters (5th Edition, AMDT 10) (For VFR heliports or parts thereof located at aerodromes falling in the scope of DCM 1095/2020)		
Reference	Description of difference	Remarks
NIL		

Annex 15: Aeronautical Information Services (16th Edition, AMDT 44)		
Reference	Description of difference	Remarks
Chapter 5 5.3.4.2	Aerodrome mapping data sets are not made available for aerodromes regularly used by international civil aviation.	Albania is working towards developing a policy that will enable compliance with the aerodrome mapping data sets requirements.
Chapter 5 5.3.5.2	Instrument flight procedure data sets are not made available for aerodromes regularly used by international civil aviation.	Albania is working towards developing a policy that will enable compliance with the instrument flight procedure data sets requirements.
Chapter 6 6.3.2.3	Minister's Order Nr. 193 date 06.10.2022 AIS.TR.330 (a) The provisions do not cover explicitly all cases of NOTAM origination. Also, they do not define cases of NOTAM origination for radio-navigation, air-ground communication services and air-navigation hazards. Moreover, a NOTAM is required to be issued to provide information regarding forecasts of solar cosmic radiation.	
Chapter 6 6.3.2.4	Minister's Order Nr. 193 date 06.10.2022 AIS.TR.330 (b) A NOTAM is also required to be originated and issued in case of unavailability of a runway due to runway marking works or, if the equipment used for those works can be removed, a time lag required for making the runway available.	

Annex 16, Volume I: Aircraft Noise (8th Edition, AMDT 14)		
Reference	Description of difference	Remarks
NIL		

Annex 16, Volume II: Aircraft Engine Emissions (5th Edition, AMDT 11)		
Reference	Description of difference	Remarks
NIL		

Annex 16, Volume III: Aeroplane CO2 Emissions (1 st Edition, AMDT 2)		
Reference	Description of difference	Remarks
NIL		

Annex 16, Volume IV: Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) (2 nd Edition, AMDT 1)		
Reference	Description of difference	Remarks
NIL		

Annex 17: Security (12 th Edition, AMDT 18)		
Reference	Description of difference	Remarks
NIL		

Annex 18: The Safe Transport of Dangerous Goods by Air (4 th Edition, AMDT 12)		
Reference	Description of difference	Remarks
NIL		

Annex 19: Safety Management (2 nd Edition, AMDT 2)		
Reference	Description of difference	Remarks
NIL		

2. DIFFERENCES FROM ICAO PROCEDURES

Significant differences from ICAO Procedures are identified in the tables below.

Doc 4444: Air Traffic Management (16 th Edition, AMDT 13)		
Reference	Description of difference	Remarks
Chapter 6 6.5.3.3	An IFR flight may be cleared to execute a visual approach by day only.	
Chapter 7 7.15.1.3	Special VFR flights shall be authorized to enter a control zone for the purpose of landing, take off and depart from a control zone, cross a control zone, but not to operate locally within a control zone.	New provision.

Doc 8168, Volume I: Flight Procedures (6 th Edition, AMDT 11)		
Reference	Description of difference	Remarks
NIL		

Doc 8168, Volume II: Construction of Visual and Instrument Flight Procedures (7 th Edition, AMDT 10)		
Reference	Description of difference	Remarks
Part I – Section 4, Chapter 5, 5.2.3	<p>The alignment of the final approach track does not meet the alignment criteria specified in PANS-OPS Vol II, Part I - Section 4, Chapter 5, 5.2.3: <i>the track alignment should ideally be made to the centre of the landing area. When necessary, the final approach track may be aligned to pass over some portion of the usable landing surface. In exceptional cases, it may be aligned beyond the aerodrome boundary, but in no case beyond 1.9 km (1.0 NM) from the usable landing surface.</i></p> <p>The visual part for the completion of the approach is not based on PANS-OPS and therefore does not (need to) comply with PANS-OPS. The OCA for the RNP approach is based on the instrument part of the approach and associated missed approach starting from the MAPt (KU504), and does not take into account the visual approach and/or any areas to accommodate go-around trajectories. In this sense, both the final visual approach and (visual) go-around have not been based on PANS-OPS criteria.</p> <p>In accordance with PANS-OPS (Vol II, I-4-7-App-1), the visual part of the instrument flight procedure has been defined as a “visual approach procedure” instead of “VISUAL manoeuvring.”, due to the inability to construct suitable circling areas.</p>	<p>These deviations are inherent to the specific terrain situation at Kukes airport and the (non-standard) design of the prescribed track for visual manoeuvring. The downwind segment (as applicable) or go-around trajectory toward the instrument missed approach track are therefore to be carried out with visual reference to terrain. Despite not based on PANS-OPS, the visual descent following the prescribed track from KU504 to the RWY 19 is protected by a VSS in accordance with PANS-OPS criteria.</p> <p>The application of PANS-OPS criteria in the surrounding terrain around Kukes Airport would lead to very high and operationally impractical OCA values. All manoeuvring in case of a go-around needs to be carried out with visual reference to the ground.</p> <p>The publication of a “visual approach procedure” allows more acceptable operational minima (OCA, visibility and ceiling) to be published as well as providing safe escape options for go-around.</p>
Part II – Section 4, Chapter 1, Table II-4-1-2	The speed limit of 230 kts IAS for the holding does not allow for the recommended speed of 280 kts in turbulence conditions as indicated in PANS-OPS Vol II, Part II - Section 4, Chapter 1, Table II-4-1-2.	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part III - Section 3, Chapter 2, 2.3.1.2	The initial approach length of 23.6 NM is more than the optimum length as per PANS-OPS Vol II, Part III — Section 3, Chapter 2, 2.3.1.2 which states: <i>For GNSS the optimum length of the initial approach segment is 9 km (5 NM).</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part III - Section 3, Chapter 3, 3.2.2	The final approach length of 8.4 NM is more than the optimum length as per PANS-OPS Vol II, Part III - Section 3, Chapter 3, 3.2.2 which states: <i>The optimum length is 9.3 km (5.0 NM).</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.

Doc 8168, Volume II: Construction of Visual and Instrument Flight Procedures (7 th Edition, AMDT 10)		
Reference	Description of difference	Remarks
Part I – Section 4, Chapter 5, 5.3.1.1	The descent gradient of 3.5° (6.1%) in the final approach is higher than the optimum gradient as per PANS-OPS Vol II, Part I - Section 4, Chapter 5, 5.3.1.1 which states: <i>The minimum/optimum descent gradient is 5.2 per cent for the final approach segment of a non-precision approach with FAF.</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part I – Section 4, Chapter 7, Appendix 2, 2.7	The descent gradient of 3.5° (6.1%) in the final segment of the prescribed track is higher than the optimum gradient as per PANS-OPS Vol II, Part I — Section 4, Chapter 7, Appendix 2, 2.7 which states: <i>When a minimum altitude has to be maintained at the beginning of this segment, the procedures designer should check its length to allow a final descent gradient less than 10 per cent (optimum: 5.2 per cent/3°).</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part I – Section 4, Chapter 6, 6.2.2.2	The climb gradient of 4.0% in the missed approach providing the lowest OCA is higher than the nominal gradient as per PANS-OPS Vol II, Part I — Section 4, Chapter 6, 6.2.2.2 which states: <i>The nominal climb gradient (tan Z) of the missed approach surface is 2.5 per cent [...] Additional climb gradients of 3, 4 or 5 per cent may also be specified. These may be used by aircraft whose climb performance permits the operational advantage of the lower OCA/H associated with these gradients, with the approval of the competent authority.</i>	The promulgated climb gradients in the missed approach are insufficient to reach the minimum holding altitude at the IAF. If unable to comply, additional altitude can be gained to above the MSA by following the initial approach segment from the IAF, instead of entering the holding at the IAF, or alternatively by proceeding for another approach upon passing the IAF.
Part I – Section 3, Chapter 2, 2.7.4	The increased PDG of 4.3% after reaching 5000 ft is a deviation from PANS-OPS Vol II, Part I - Section 3, Chapter 2, 2.7.4 which states: <i>Where the PDG is increased to avoid a penetrating obstacle, the PDG shall be reduced to 3.3 per cent at the point past the critical obstacle where obstacle clearance of 0.8 per cent of the distance from the DER can be provided.</i>	Deviation is considered acceptable and preferable from an operational perspective, taking into account the aircraft types that are expected to operate on Kukes Airport.
Part I – Section 3, Chapter 3, 3.3.4 c)	The speed limit of 180 kts IAS in the turn towards KU701 is a deviation from PANS-OPS Vol II, Part I - Section 3, Chapter 3, 3.3.4 c) which states: <i>reduced speeds not less than 1.1 times the IAS tabulated for "intermediate missed approach" in Section 4, Chapter 1, Tables I-4-1-1 and I-4-1-2 may be used. For Cat D aircraft this corresponds to a speed of 204 kts IAS (1.1 times 185).</i>	Deviation is considered acceptable and preferable from an operational perspective, taking into account the aircraft types that are expected to operate on Kukes Airport.
Part I – Section 3, Chapter 2, 2.2.6	The increased PDG of 9.5% till reaching 5000 ft is non-standard as per PANS-OPS Vol II, Part I - Section 3, Chapter 2, 2.2.6 which states: <i>The standard procedure design gradient (PDG) is 3.3 per cent.</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.

Doc 8168, Volume II: Construction of Visual and Instrument Flight Procedures (7 th Edition, AMDT 10)		
Reference	Description of difference	Remarks
Part I – Section 2, Chapter 1, 1.7	The 175% MOC over a single obstacle and a small patch of high terrain is less than the maximum MOC to be considered for mountainous areas as indicated by PANS-OPS in Vol II, Part I - Section 2, Chapter 1, 1.7: <i>When procedures are designed for use in mountainous areas, consideration must be given to induced altimeter error and pilot control problems which result when winds of 37 km/h (20 kt) or more move over such areas. Where these conditions are known to exist, MOC should be increased by as much as 100 per cent.</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part I – Section 4, Chapter 8, 8.3	As per PANS-OPS Vol II, Part I - Section 4, Chapter 8, 8.3 which states: <i>“The sectors should normally coincide with the quadrants of the compass. However, when topographical or other conditions make it desirable, the boundaries of the sectors may be chosen to obtain the most favourable minimum sector altitudes.”</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part III – Section 3, Chapter 2, 2.2.2	MSAs are not based on the ARP.	The end points of LATI RNAV 1 STARs are used to create the MSA instead of the ARP, as pilots normally prefer a point depicted on the chart.

Doc 8168, Volume III: Aircraft Operating Procedures (1 st Edition, AMDT 3)		
Reference	Description of difference	Remarks
NIL		

Doc 10066: Aeronautical Information Management (1 st Edition, AMDT 4)		
Reference	Description of difference	Remarks
NIL		

Doc 7030: Regional Supplementary Procedures (5 th Edition, AMDT 9)		
Reference	Description of difference	Remarks
NIL		

Doc 9981: Procedures for Air Navigation Services - Aerodromes (3 rd Edition, AMDT 5)		
Reference	Description of difference	Remarks
NIL		

Doc 10157: Procedures for Air Navigation Services – MET (1 st Edition)		
Reference	Description of difference	Remarks
NIL		