GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

Annex 1 Personnel Licensing		
Reference		**Difference**
Chapter 1	1.2	Issued: - ATC Electronic Specialist Licence; - Aircraft Light Pilot Licence.
	1.2.9.7 a)	The language level 4 (working) are graded each 4 years
Chapter 2	2.3.3.1.1	An applicant shall have completed at least 45 hours flight time as a pilot of an aircraft
	2.3.4.1.1	An applicant shall have completed at least 45 hours flight time as a pilot of a helicopter
Chapter 4	4.3.1	For the issue of the licence of the Air Traffic Controller, the order is as follows: after the completion of the training course the applicant shall pass the theoretical examination and be issued a student air traffic controller licence which entitles its holder to start unit training in providing air traffic control services under the supervision of the on-the-job-training instructor
	4.7	This licence is not issued

Annex 2 Rules of the Air		
Reference		**Difference**
Chapter 3	3.2.2	New Provision. Implementing Regulation (EU) No. 923/2012, SERA.3210(b), specifies: *"b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft."*
	3.2.2.4	New Provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.3210(c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4 by specifying that: *"i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left."*
	3.2.3.2 b)	Implementing Regulation (EU) No 923/2012, paragraph SERA.3215(b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2(b) of the text in bold): *"2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure,* ***as far as practicable;****"*
	3.2.5 c) and d)	Implementing Regulation (EU) No 923/2012, paragraph SERA.3225 differs from ICAO Standard in Annex 2, 3.2.5(c) and 3.2.5(d) in that it specifies that subparagraphs (c) and (d) do not apply to balloons: "*c)* ***except for balloons****, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC*; *d)* ***except for balloons****, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.*"
	3.3.1.2	ICAO Annex 2, 3.3.1.2 is replaced with Implementing Regulation (EU) No 923/2012 SERA.4001(b). The differences between this ICAO Standard and this Union regulation are as follows: - With regards to VFR flights planned to operate across international borders, the Union regulation (SERA.4001(b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the text in bold, as follows: *"any flight across international borders,* ***unless otherwise prescribed by the States concerned.****"* - With regard to VFR and IFR flights planned to operate at night, an additional requirement is inserted to Union regulation SERA.4001(b)(6)as follows: *"6) any flight planned to operate at night, if leaving the vicinity of an aerodrome"* *This difference is also addressed in Difference (Chapter 4, 4.3) below for VFR.*

Annex 2 Rules of the Air		
Reference		**Difference**
	3.8 and Appendix 2	The words 'in distress' of Chapter 3 Part 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 Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law.
Chapter 4	4.3	New provision. ICAO Annex 2, 4.3, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005(c). The difference is that Implementing Regulation (EU) No 923/2012 adds requirements under which VFR flights at night may be permitted, as follows: *"c) When so prescribed by the competent authority, VFR flights at night may be permitted under the following conditions:* *1) if leaving the vicinity of an aerodrome, a flight plan shall be submitted;* *2) flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;* *3) the VMC visibility and distance from cloud minima as specified in Table S5-1 shall apply except that:* *i) the ceiling shall not be less than 450 m (1 500 ft);* *ii) except as specified in (c)(4), the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply;* *iii) in airspace classes B, C, D, E, F and G, at and below 900 m (3 000 ft) above MSL or 300 m (1 000 ft) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface;* *iv) for helicopters in airspace classes F and G, flight visibility shall not be less than 3 km, provided that the pilot maintains continuous sight of the surface and if manoeuvred at a speed that will give adequate opportunity to observe other traffic or obstacles in time to avoid collision; and* *v) for mountainous terrain, higher VMC visibility and distance from cloud minima may be prescribed.* *4) ceiling, visibility and distance from cloud minima lower than those specified 4.3(c) above may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting.* *5) except when necessary for take-off or landing, or except when specifically authorised by the competent authority, a VFR flight at night shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established:* *i) over high terrain or in mountainous areas, at a level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;* *ii) elsewhere than as specified in (i), at a level which is at least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft."*
	4.6	ICAO Annex 2, 4.6, is replaced with Implementing Regulation (EU) No 923/2012 SERA.5005, introducing the obstacle clearance criteria in (f), as follows: *"f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:* *1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;* *2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft)* ***above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.****"*

Annex 3 Meteorological Service for International Air Navigation		
Reference		**Difference**
Part 1 Core SARPs		
Chapter 4	**Meteorological observations and reports**	
	4.5.1 i)	Automated reports do not contain cloud type (CB and TCU)
	4.5.2, 4.5.3	Automated reports do not contain supplementary information
	4.6.1.1	In MET REPORT/SPECIAL reports the surface wind mean direction is reported in magnetic degrees
	4.6.2.2	Visibility observations for local reports at EYVI AD, EYKA AD and EYPA AD are representative of the touchdown zone of the runway for departing and for arriving aircrafts
	4.6.2.3	At EYKA AD and EYPA AD for METAR/SPECI AUTO reports, the visibility observations are representative of the touchdown zone of the runway
	4.6.4.3	The present weather phenomena in the vicinity of the aerodrome are not identified for METAR/SPECI AUTO reports
	4.6.8	Automated reports do not contain any supplementary information on significant meteorological conditions in the approach and climb-out areas
	4.7.3	In MET REPORT/SPECIAL reports for EYSA AD, the AUTO identifier of automatic local reports is not used
Chapter 5	**Aircraft observations and reports**	
	5.2 a)	Routine aircraft observations are not made
Chapter 6	**Forecasts**	
	6.3	Trend forecasts for EYKA AD and EYPA AD are not prepared
	6.3.3	The same trend forecasts are included into MET REPORT/SPECIAL and METAR/ SPECI reports
	6.4	Forecasts for take-off for EYKA AD, EYPA AD and EYSA AD are not prepared, forecasts for take-off for EYVI AD shall be prepared on request
Chapter 7	**SIGMET and AIRMET information, aerodrome warnings and wind shear warnings and alerts**	
	7.4.1	Wind shear warnings for EYKA AD, EYPA AD and EYSA AD are not prepared
Part 2 Appendices and Attachments		
Appendix 3	**Technical specifications related to meteorological observations and reports**	
Chapter 2	**General criteria related to meteorological reports**	
	2.1.3 - 2.1.5	METAR and SPECI are not disseminated in digital form
	2.3.1 d)	Supplementary information is not used as criteria for issuing automatic SPECI and local special reports
Chapter 4	**Observing and reporting of meteorological elements**	
	4.1.5.1	In MET REPORT/SPECIAL reports the surface wind mean direction is reported in magnetic degrees
	4.2.4.4	At EYSA AD in METAR/SPECI AUTO reports visibility is reported as non-directional using code NDV At EYKA AD and EYPA AD in METAR/SPECI AUTO reports visibility is reported from the site representing touchdown zone of the runway

Annex 3 Meteorological Service for International Air Navigation		
Reference		**Difference**
	4.3.5	At EYKA AD and EYVI AD in MET REPORT/SPECIAL reports the 100%, 30%, 10% and 3% a RWY light intensity is used for the computation of RVR. At EYPA AD – 100% RWY light intensity
	4.3.6.6	In METAR and SPECI reports, if the 1-minute RVR values during the 10-minute period vary from the mean value by more than 50 m or more than 20 per cent of the mean value, whichever is greater, the 1-minute mean minimum and the 1-minute mean maximum values are reported instead of the 10-minute mean value
	4.4.2.6	In automated reports the following characteristics of present weather phenomena are not reported: SH, BL, DR, MI, BC
	4.4.2.7	The present weather phenomena in the vicinity of the aerodrome are not identified for METAR/SPECI AUTO reports
	4.5.3	At EYVI AD the height of cloud base is reported above aerodrome elevation to arriving and to departing aircraft
	4.5.4.3	In automated reports, the abbreviation “NSC” will be used also in cases when CB and/ or TCU clouds above 5000 FT exist
	4.5.4.5 a)	At EYSA AD in automated reports “///” is not used for replacement of cloud type
	4.8.1.2	In automated local reports the significant meteorological conditions are not reported as supplementary information
	4.8.1.4	Information on wind shear is not added into METAR/SPECI AUTO reports
	4.8.1.5 b)	Information on the runway surface status in METAR/SPECI reports for EYKA AD is always given with reference to the same runway marking, irrespective of the direction of the runway in use
Appendix 5		**Technical specifications related to forecasts**
Chapter 1	**Criteria related to TAF**	
	1.1.2 - 1.1.4	TAF are not disseminated in digital form
Chapter 2	**Criteria related to trend forecasts**	
	2.2.3	The visibility value is the same in trend forecasts appended to local and METAR/ SPECI reports
Appendix 6		**Technical specifications related to SIGMET and AIRMET information, aerodrome warnings and wind shear warnings and alerts**
Chapter 1	**Specifications related to SIGMET information**	
	1.1.6 – 1.1.8	SIGMET information is not disseminated in digital form
Chapter 5	**Specifications related to aerodrome warnings**	
	5.1.1, 5.1.3	Aerodrome warnings are prepared and distributed according to the agreement between LHMS and aerodrome services
	5.1.4	Text of the aerodrome warnings is prepared in Lithuanian language
Chapter 6	**Specifications related to wind shear warnings**	
	6.2	Information on wind shear is not added into METAR/SPECI AUTO reports and not added into automated local reports as supplementary information

Annex 4 Aeronautical Charts		
Reference		**Difference**
Chapter 4	**Aerodrome obstacle chart – ICAO. Type B**	
	4.2.1	This chart is not yet produced
Chapter 5	**Aerodrome terrain and obstacle chart – ICAO (Electronic)**	
	5.2.1	This chart is not available for Area 4
Chapter 6	**Precision approach terrain chart – ICAO**	
	6.2.1	These charts are not produced for Kaunas RWY 08, Palanga, Šiauliai and Vilnius RWY 19 aerodromes
Chapter 9	**Standard departure chart - Instrument (SID) – ICAO**	
	9.2	This chart is not produced for Šiauliai aerodrome
	9.9.4.3	Appropriate data to support navigation database coding is not published on the verso of the chart or as a separate sheet
Chapter 10	**Standard arrival chart - Instrument (STAR) – ICAO**	
	10.2	This chart is not produced for Šiauliai aerodrome
	10.9.4.3	Appropriate data to support navigation database coding is not published on the verso of the chart or as a separate sheet
Chapter 11	**Instrument approach chart – ICAO**	
	11.10.9	Appropriate data to support navigation database coding is not published on the verso of the chart or as a separate sheet (except RNAV chart of Kaunas, Palanga and Vilnius aerodromes)
Chapter 14	**Aerodrome ground movement chart – ICAO**	
	14.2	The chart is produced in combination with the Aircraft parking/docking chart - ICAO for Kaunas, Palanga and Šiauliai aerodromes
Chapter 15	**Aircraft parking/docking chart – ICAO**	
	15.2	The chart is produced in combination with the Aerodrome ground movement chart - ICAO for Kaunas, Palanga and Šiauliai aerodromes
Chapter 16	**World aeronautical chart – ICAO 1:1 000 000**	
	16.2.1	This chart is not yet produced
Chapter 18	**Aeronautical navigation chart – ICAO small scale**	
	18.2	This chart is not yet produced
Chapter 19	**Plotting chart – ICAO**	
	19.2	This chart is not yet produced
Chapter 20	**Electronic aeronautical chart display – ICAO**	
	20.2.1	This chart is not yet produced

Annex 5 Units of Measurement to be used in Air and Ground Operations	
Reference	**Difference**
	No differences

Annex 6 Operation of Aircraft	
Reference	**Difference**
Part 1 International Commercial Air Transport – Aeroplanes	
	Council Regulation (EEC) No 3922/91 of 16 December 1991 on the harmonization of technical requirements and administrative procedures in the field of civil aviation, III Annex is in force

Annex 7 Aircraft Nationality and Registration Marks	
Reference	**Difference**
	No differences

Annex 8 Airworthiness of Aircraft	
Reference	**Difference**
	JAR-21 “Certification Procedures for Aircraft and Related Products and Parts” and JAR-25 “Large Aeroplanes” are in force

Annex 9 Facilitation	
Reference	**Difference**
	Under preparation

Annex 10 Aeronautical Telecommunications			
Reference			**Difference**
Volume II	**Chapter 5**	5.2.1.4.1	**SERA.14035 Transmission of numbers in radiotelephony** a) Transmission of numbers 1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately. i) Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds. ii) The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1 000 hPa which shall be transmitted as “ONE THOUSAND”. iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word “THOUSAND”. 2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word “HUNDRED” or “THOUSAND”, as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word “THOUSAND”, followed by the number of hundreds, followed by the word “HUNDRED”. 3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately. 4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as “TEN O'CLOCK” or “ELEVEN O'CLOCK”. 5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word “DECIMAL”. 6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used.
		5.2.1.7.3.2.3	**SERA.14055 Radiotelephony procedures** b) 2) 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, when so authorised by the competent authority.’

Annex 11 Air Traffic Services		
Reference		**Difference**
Chapter 2	2.6.1	Exemption possibility. Implementing Regulation (EU) No 923/2012 paragraph SERA.6001 allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.
	2.25.5	Implementing Regulation (EU) No 923/2012 SERA.3401 (d) (1) differs from ICAO Annex 11, standard 2.25.5 by stating that *“Time checks shall be given **at least** to the nearest minute”*

Annex 11 Air Traffic Services	
Reference	**Difference**
Chapter 3	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.8005(b), specifies: b) Clearances issued by air traffic control units shall provide separation: 1) between all flights in airspace Classes A and B; 2) between IFR flights in airspace Classes C, D and E; 3) between IFR flights and VFR flights in airspace Class C; 4) between IFR flights and special VFR flights; 5) between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft **and agreed by the pilot of the other aircraft** and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared **subject to maintaining own separation in respect of a specific portion of the flight below 3 050 m (10 000 ft) during climb or descent, during day in visual meteorological conditions.**
	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the text in bold): e) Read-back of clearances and safety-related information 1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: i) ATC route clearances; ii) clearances and instructions to enter, land on, take off from, hold short of, cross, **taxi** and backtrack on any runway; and iii) runway-in-use, altimeter settings, SSR codes, **newly assigned communication channels**, level instructions, heading and speed instructions; and iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.
	Implementing Regulation (EU) No 923/2012, paragraph SERA.8015(e) (2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the text in bold): 2) Other clearances or instructions, including conditional clearances **and taxi instructions**, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.
	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.5010, specifies: **SERA.5010 Special VFR in control zones** Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied: a) such flights may be conducted during day only, unless otherwise permitted by the competent authority; b) by the pilot: 1) clear of cloud and with the surface in sight; 2) the flight visibility is not less than 1 500 m or, for helicopters, not less than 800 m; 3) at speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and c) an air traffic control unit shall not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima: 1) the ground visibility is not less than 1 500 m or, for helicopters, not less than 800 m; 2) the ceiling is not less than 180 m (600 ft).

Annex 11 Air Traffic Services	
Reference	**Difference**
Chapter 5	New provision. Implementing Regulation (EU) No 923/2012, paragraph SERA.12005, specifies: b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.

Annex 12 Search and Rescue	
Reference	**Difference**
	No differences

Annex 13 Aircraft Accident and Incident Investigation	
Reference	**Difference**
	No differences

Annex 14 Aerodromes	
Reference	**Difference**
	No differences

Annex 15 Aeronautical Information Services		
Reference		**Difference**
Chapter 3	**AERONAUTICAL INFORMATION MANAGEMENT**	
	3.5	Use of automation is not fully implemented
Chapter 5	**AERONAUTICAL INFORMATION PRODUCTS AND SERVICES**	
	5.2.5.1	– Aerodrome Ground Movement Charts are produced in combination with the Aircraft Parking/Docking Chart – ICAO for Kaunas, Palanga and Šiauliai aerodromes; – Aerodrome Terrain and Obstacle Chart – ICAO (Electronic) is not available for Area 4; – Aircraft Parking/Docking Chart is produced in combination with the Aerodrome Ground Movement Chart – ICAO for Kaunas, Palanga and Šiauliai aerodromes; – Precision Approach Terrain Chart – ICAO is not produced for Kaunas RWY 08, Palanga, Šiauliai and Vilnius RWY 19
	5.3.2	AIP data set is not provided
	5.3.4	Aerodrome mapping data sets are not provided
	5.3.5	Instrument flight procedure data sets are not provided

Annex 16 Environmental Protection	
Reference	**Difference**
	Under preparation

Annex 17 Security	
Reference	**Difference**
	No differences

Annex 18 The Safe Transport of Dangerous Goods by Air	
Reference	**Difference**
Chapter 10	Requirements for the training of transport dangerous goods by air, approved by Civil aviation administration director order No 4R-134 on 06 June 2013. Detailed information at the website www.caa.lt or by mail - caa@caa.lt

Reference		**Difference**
Doc 4444 Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services		
Appendix 2	8	In addition to military operations, operators of customs or police aircraft shall insert the letter M in Item 8 of the ICAO flight plan form
Doc 7030 Regional Supplementary Procedures		
		Under preparation
Doc 8400 ICAO Abbreviations and Codes		
		No differences

2 DATA NOT FULLY COMPLAIN WITH DATA QUALITY REQUIREMENTS OF COMMISSION REGULATION (EU) 73/2010 (ADQ)

Data Item	AIP section	Reason for Incompliance	Remarks

Note. Data published before 2013 year currently are not checked for ADQ compliance.