

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

Differences from ICAO Standards, Recommended Practices and Procedures are identified in the tables below.

Annex 1: Personnel Licensing (13th Edition, AMDT 176)		
Reference	Description of difference	Remarks
NIL		

Annex 2: Rules of the Air (10th Edition, AMDT 46)		
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 3.2.3.2(b)	SERA.3215(b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2(b) of the underlined text): '(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;'	New provision.
Chapter 3 3.2.5(c) and (d)	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.'	New provision.
Chapter 3 3.3.1.2	ICAO Annex 2, 3.3.1.2 is replaced with SERA.4001(b) with some differences as follows: With regards to VFR flights planned to operate across international borders, SERA.4001(b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the underlined text, 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, the following requirement is added to point SERA.4001(b)(6): '(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome'	New provision.
Chapter 3 3.2.2.4	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.'	New provision.

Annex 2: Rules of the Air (10 th Edition, AMDT 46)		
Reference	Description of difference	Remarks
Chapter 4 4.6	ICAO Annex 2,4.6, is replaced with 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 (1000 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 (20 th Edition, AMDT 79)		
Reference	Description of difference	Remarks
Chapter 5	SERA.12005 specifies: (b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.	New provision.
Chapter 6 6.5.1 6.5.2 6.5.3	Area forecasts for low-level flights are not provided.	Planned to provide GAMET in 2024.
Chapter 7 7.1.1	Information about the atmospheric conditions can only be obtained by forecast data no observed data available.	Planned to have AMDAR within 2022.
Chapter 7 7.2.1	Information about the atmospheric conditions can only be obtained by forecast data no observed data available.	Planned to have AMDAR within 2022.
Chapter 7 7.4.1	Currently wind shear warnings can be issued by using forecast data, no detection of (observed) wind shear below 1600 ft is currently possible.	Planned to install WIND PROFILER, and receiving AMDAR data within 2022.
Chapter 9 9.5	Meteorological information for use by aircraft in flight is not provided.	Planned to be implemented in 2022.
Chapter 11 11.5	No VOLMET/D-VOLMET implemented.	Planned to be implemented in 2024.

Annex 4: Aeronautical Charts (11 th Edition, AMDT 60)		
Reference	Description of difference	Remarks
Chapter 2 2.1.8	In Albania the basic sheet size of the charts is 297 mm x 210 mm (A4).	Reduction in sheet size would reduce the area of coverage and the amount of data published.
Chapter 2 2.3.4	The name and adequate address of the producing agency are not shown in the margin of the chart.	The chart is published as part of AIP.

Annex 4: Aeronautical Charts (11 th Edition, AMDT 60)		
Reference	Description of difference	Remarks
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.
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 16	The World Aeronautical Chart ICAO 1:1 000 000 is not produced by Albania.	Aeronautical Chart – ICAO 1:500 000 is produced instead.

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

Annex 6, Part I: International Commercial Air Transport - Aeroplanes (11 th Edition, AMDT 44)		
Reference	Description of difference	Remarks
NIL		

Annex 6, Part II: International General Aviation - Aeroplanes (10 th Edition, AMDT 37)		
Reference	Description of difference	Remarks
NIL		

Annex 6, Part III: International Operations - Helicopters (9 th Edition, AMDT 22)		
Reference	Description of difference	Remarks
NIL		

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

Annex 8: Airworthiness of Aircraft (12 th Edition, AMDT 107)		
Reference	Description of difference	Remarks
NIL		

Annex 9: Facilitation (15 th Edition, AMDT 27)		
Reference	Description of difference	Remarks
NIL		

Annex 10, Volume I: Radio Navigation Aids (7 th Edition, AMDT 92)		
Reference	Description of difference	Remarks
NIL		

Annex 10, Volume II: Communication Procedures including those with PANS status (7 th Edition, AMDT 92)		
Reference	Description of difference	Remarks
Chapter 5 5.2.1.4.1	<p>ICAO Annex 10, Volume II, Chapter 5.2.1.4.1 is transposed in SERA.14035 with some differences as follows:</p> <p>SERA.14035 Transmission of numbers in radiotelephony</p> <p>(a) Transmission of numbers</p> <p>(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.</p> <p>(i) Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds.</p> <p>(ii) The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1000 hPa which shall be transmitted as 'ONE THOUSAND'.</p> <p>(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'.</p> <p>(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'.</p> <p>(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.</p> <p>(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'.</p> <p>(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'.</p> <p>(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.</p>	New provision.
Chapter 5 5.2.1.7.3.2.3	<p>ICAO Annex 10, Volume II, Chapter 5.2.1.7.3.2.3 is transposed in SERA.14055 with a difference as follows:</p> <p>SERA.14055 Radiotelephony procedures</p> <p>(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.</p>	New provision.

Annex 10, Volume III: Communication Systems (2 nd Edition, AMDT 90)		
Reference	Description of difference	Remarks
NIL		

Annex 10, Volume IV: Surveillance and Collision Avoidance Systems (5 th Edition, AMDT 90)		
Reference	Description of difference	Remarks
NIL		

Annex 10, Volume V: Aeronautical Radio Frequency Spectrum Utilization (3 rd Edition, AMDT 89)		
Reference	Description of difference	Remarks
NIL		

Annex 11: Air Traffic Services (15 th Edition, AMDT 52)		
Reference	Description of difference	Remarks
Chapter 2 2.26.5	SERA.3401(d)(1) differs from ICAO Annex 11, standard 2.26.5 by stating that 'Time checks shall be given at least to the nearest half minute'	
Chapter 2 2.6.1	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.	Exemption possibility
Chapter 3	<p>SERA.8005(b), specifies:</p> <p>(b) Clearances issued by air traffic control units shall provide separation:</p> <p>(1) between all flights in airspace Classes A and B;</p> <p>(2) between IFR flights in airspace Classes C, D and E;</p> <p>(3) between IFR flights and VFR flights in airspace Class C;</p> <p>(4) between IFR flights and special VFR flights;</p> <p>(5) between special VFR flights;</p> <p>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 3050 m (10000 ft) during climb or descent, during day in visual meteorological conditions.</p>	New provision.

Annex 11: Air Traffic Services (15 th Edition, AMDT 52)		
Reference	Description of difference	Remarks
Chapter 3	<p>SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the underlined text):</p> <p>(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:</p> <p>(i) ATC route clearances;</p> <p>(ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and</p> <p>(iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and</p> <p>(iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.</p>	New provision.
Chapter 3	<p>SERA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the underlined text):</p> <p>(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.</p>	New provision.
Chapter 3	<p>SERA.5010 specifies:</p> <p>SERA.5010 Special VFR in control zones</p> <p>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, but not limited to, medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:</p> <p>(a) such flights may be conducted during day only;</p> <p>(b) by the pilot:</p> <p>(1) clear of cloud and with the surface in sight;</p> <p>(2) the flight visibility is not less than 1500 m or, for helicopters, not less than 800 m;</p> <p>(3) fly at a 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</p> <p>(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:</p> <p>(1) the ground visibility is not less than 1500 m or, for helicopters, not less than 800 m;</p> <p>(2) the ceiling is less than 180 m (600 ft).</p>	New provision.

Annex 12: Search and Rescue (8 th Edition, AMDT 18)		
Reference	Description of difference	Remarks
NIL		

Annex 13: Aircraft Accident and Incident Investigation (12 th Edition, AMDT 18)		
Reference	Description of difference	Remarks
NIL		

Annex 14, Volume I: Aerodrome Design and Operations (8 th Edition, AMDT 15)		
Reference	Description of difference	Remarks
NIL		

Annex 14, Volume II: Helicopters (5 th Edition, AMDT 9)		
Reference	Description of difference	Remarks
NIL		

Annex 15: Aeronautical Information Services (16 th Edition, AMDT 41)		
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.

Annex 16, Volume I: Aircraft Noise (8 th Edition, AMDT 12)		
Reference	Description of difference	Remarks
NIL		

Annex 16, Volume II: Aircraft Engine Emissions (4 th Edition, AMDT 9)		
Reference	Description of difference	Remarks
NIL		

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

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

Annex 17: Security (11 th Edition, AMDT 17)		
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 1)		
Reference	Description of difference	Remarks
NIL		

Doc 4444: Air Traffic Management (16 th Edition, AMDT 9)		
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 8)		
Reference	Description of difference	Remarks
NIL		

Doc 8168, Volume II: Construction of Visual and Instrument Flight Procedures (7 th Edition, AMDT 9)		
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: 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.</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: For GNSS the optimum length of the initial approach segment is 9 km (5 NM).	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: The optimum length is 9.3 km (5.0 NM).	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 9)		
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: The minimum/optimum descent gradient is 5.2 per cent for the final approach segment of a non-precision approach with FAF.	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: 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°).	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: 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.	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: 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.	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: 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).	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: The standard procedure design gradient (PDG) is 3.3 per cent.	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 9)		
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: 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.	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: "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."	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)		
Reference	Description of difference	Remarks
NIL		

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

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