

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES**ANNEX 1 — PERSONNEL LICENSING**

Nil

ANNEX 2 — RULES OF THE AIR

With the exception of the cases specified below, the flight rules and air traffic control applied on the territory of the Republic of Kazakhstan comply with the requirements of Annexes 2 and 11 to the Convention on International Civil Aviation, Recommended Practices, Rules of Air Navigation Services, Rules of Flights and Air Traffic Services.

Chapter 3	3.9 table 3-1	Minimum meteorological conditions for VFR flight in Class A, B, C, D, E, G airspace and (or) in the air traffic control area, in the aerodrome traffic area or in the traffic pattern.				
		Terrain	Flight speed (instrument), km/h (knots)	Minimum VFR flight conditions		
				Cloud height above the highest point of the terrain, m ft	Visibility, m	Vertical distance from aircraft to cloud base, m (ft)
		In the control area, in the aerodrome traffic area, or in the traffic pattern				
		Non-mountainous and hilly (water surface)	260 (140) and less	150 (500)	2000	50 (170)
			261-463 (141 – 250)	300 (1000)	5000	100 (300)
		In mountainous terrain	463 (250) and less	300 (1000)	5000	100 (300)
		In Class A*,B,C,D,E,G** airspace				
		Non-mountainous and hilly (water surface)	260 (140) and less	150 (500)	2000	50 (170)
			261-463 (141 – 250)	300 (1000)	5000	100 (300)
		Mountainous (height up to 2000 m)	463 (250) and less	400 (1300)	5000	100 (300)
		Mountainous (height 2000 m and more)	463 (250) and less	700 (2300)	8000	100 (300)
		Note: * VFR minimum meteorological conditions in Class A airspace are included for the information to pilots and do not imply approval of VFR operations in Class A airspace. ** Flights are allowed when in-flight visibility is reduced to at least 1500 m at speeds in prevailing visibility conditions, at which other aircraft or any obstacles can be detected in time to avoid collision with them, or in conditions when the probability of encountering with other aircraft is small, or in areas of low air traffic and during special aerial works at low altitudes; helicopters are allowed to fly with an in-flight visibility less than 1500 m if they perform maneuvers at a speed at which other aircraft or any obstacles can be detected in time to avoid collisions with them.				
Chapter 4	4.6	VFR flights, as well as take-off or landing, are not performed, unless clearance from the Air Traffic Control authority has been obtained, over densely populated areas of large cities, cities or towns, or over crowds of people outdoors at an altitude of less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft or in any other area, at an altitude of less than 100 m (330 ft) above the ground or water surface.				

ANNEX 2 — RULES OF THE AIR

Chapter 5	5.1.2	Except when necessary for take-off or landing, or except when authorised by the appropriate authority, IFR flights shall be flown at a level which is not below the minimum safe true altitude specified in the following table:		
		True airspeed (km/h)	True safe height for IFR m (ft)	
		IN THE CONTROL AREA, IN THE AERODROME MOVEMENT AREA OR IN THE MOVEMENT SCHEME		
		300 and below (circuit flight)	300 (1000)	
		Above 300 (circuit flight)	300 (1000)	
		Note: When IFR safe altitude was calculated, the area considered for terrain elevation and obstacle clearance is 10 km (5 nautical miles) to both sides of the route center line		
		IN THE AIRSPACE OF CLASSESS "A", "B", "C", "D"		
		Above plain terrain and water surface:	300 and below	300 (1000)
			from 301 to 450	300 (1000)
			more than 450	300 (1000)
		Above hilly or mountainous terrain (height up to 2000 m):	450 and below	600 (2000)
		Above mountainous terrain (height 2000 m and more):	450 and below	900 (3000)
more than 450	900 (3000)			
Note: When IFR lowest safe flight level was calculated, the area considered for terrain elevation and obstacle clearance is 25 km (14 nautical miles) to both sides of the route center line.				
Appendix 1		Distress and urgency signals under the following paragraphs are not used 1.1.(a, c, d, e); 1.2.1 Signals for aerodrome traffic under the given paragraphs are not used. 4.1.1; 4.1.2; 4.2.1; 4.2.2; 4.2.3; 4.2.4; 4.2.6; 4.2.7; 4.2.8.		

DOC 8168. OPS – AIRCRAFT OPERATIONS.	
Vol. I. Flight Procedures.	Nil
Vol. II. Construction of Visual and Instrument Flight Procedures.	Nil

PROCEDURES FOR AIR NAVIGATION SERVICES - RULES OF THE AIR AND AIR TRAFFIC SERVICES (DOC 4444).		
Chapter 3	3.2	Not implemented.

PROCEDURES FOR AIR NAVIGATION SERVICES - RULES OF THE AIR AND AIR TRAFFIC SERVICES (DOC 4444).		
Chapter 4	4.5.6.2	Not implemented.
	4.8	Transition from IFR flight to VFR flight shall be carried out in coordination with the ATS unit. When an aircraft crew requests permission to transition from IFR flight to VFR flight, the controller shall give such permission having analysed the airspace and weather conditions. ATS unit informs the aircraft crew, if there is information on meteorological conditions that do not comply with VFR flight conditions.
	4.11.4	Not implemented.
	4.11.5	Not implemented.
	4.12.6.1	Not implemented.
	4.12.6.2	Not implemented.
	4.15	Not implemented.
Chapter 5	5.3.3.2	Not implemented.
	5.4.2.3	Not implemented.
	5.4.2.6	Not implemented.
Chapter 7	7.6.3.2.3.2	Not implemented.
	7.11	Not implemented.
Chapter 8	8.5.4	Not implemented.
	8.6.2.2	Not implemented.
	8.9.6	Not implemented.
	8.9.7.1	Not implemented.
	8.9.7.2	Not implemented.
Chapter 9	9.1.4	Not implemented.
Chapter 10	10.1.2.5	Not implemented.
	10.3	Not implemented.

PROCEDURES FOR AIR NAVIGATION SERVICES - RULES OF THE AIR AND AIR TRAFFIC SERVICES (DOC 4444).		
Chapter 11	11.4.2.5	Not implemented.
Chapter 13		Not implemented.
Chapter 14		Not implemented.
Chapter 15	15.2	Not implemented.
	15.3	<p>During radio communication failure caused by onboard or ground-based air-ground systems fault, ATS unit controllers act in accordance with the procedure of ATS controller operation.</p> <p>Radio communication is considered lost if repeated calls by each of available communications means are not responded either by the aircraft crew or ATS unit controller within five minutes.</p> <p>In the event of radio communication loss, the aircraft crew shall switch on Distress signal and set "7600" SSR transponder code and take measures to restore communications with the ATS unit either directly or through other aircraft or ATS units using all available means. In these cases, the emergency frequency of 121.5 MHz can be used to transmit information about the decision taken, the location, the altitude of the flight (without waiting for confirmation of its acceptance), as well as to listen instructions and information of the ATS unit controller through radio channels and on VOR and/or NDB frequency.</p> <p>If radio communication cannot be restored, the aircraft crew shall terminate flight operations and land at the departure airport or alternative airport. If a landing at the departure aerodrome (by weather conditions or if the aircraft weight exceeds the landing weight, and there is no condition for fuel drainage) is not possible, the aircraft should be bound for a destination aerodrome at the level indicated in the flight plan or at the last specified by ATS unit controller after a missed approach.</p> <p>If the decision to return to the departure aerodrome or to the alternate aerodrome located in opposite direction is taken, the flight must be performed at the nearest (to the specified, declared in the flight plan) oncoming lower level, but not lower than the safe flight altitude.</p> <p>In the event of ground-based radio facilities failure, the ATS unit controller, in accordance with the technology of work, shall take measures to restore communications using backup facilities and channels or pass ATS functions to an adjacent dispatch ATS unit.</p> <p>When the SSR transponder code "7600" is displayed, the ATS unit controller shall determine the nature of the loss by instructing the crew to turn on transponder into the «identification» mode to change the SSR transponder code or course. Having determined that the on-board radio receiver is functional, further ATS of the aircraft shall be performed using the code changes or sending commands to activate the transponder into the «identification» mode to confirm reception of the issued clearance.</p>

ANNEX 3 — METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION		
Appendix 3	4.1.5.2	Deviations from the average wind speed (gusts) observed in the last 2 minutes are indicated if the maximum wind speed exceeds the average speed by 3 m / s or more in local regular and special reports and 5 m / s or more (in 10 minutes) in METAR and SPECI
	4.2.4.4	The METAR and SPECI reports indicate visibility (for instrumental observations) depending on the length of the RWY: 1. at a RWY length of 1800 meters and less - the smaller of the two visibility values measured at both ends of the runway; 2. with a RWY length of more than 1800 meters - the smaller of the two values of visibility measured at the beginning and at the middle of the runway.
Chapter 4	4.6.3.3	The results of the RVR measurements are reported (in meters) during periods when the visibility or RVR is 2,000 meters or less
Appendix 3	4.4.2.3	Local regular reports, local special reports, METAR and SPECI reports indicate the type of current weather phenomena — ice crystals (very small) (IC), suspended ice crystals called diamond dust (reported with visibility of 5,000 meters or less associated with this phenomenon)
	4.5.3	The height of a cloud base is indicated relative to the aerodrome elevation. Correction for height difference is entered in measured value of the cloud base height when the precision approach runway with a threshold exceeding by 10 meters (33 feet) or more from the elevation of the aerodrome is in use.
Chapter 6	6.2.3	The visibility included in TAF refers to the forecast minimal visibility specified in the report
Appendix 5	1.1.3	Forecasts TAF aren't disseminated in digital form.
	1.1.4	
	1.2.3	The TAF includes ice crystals (very small) (IC)
	1.3.1	The criteria for including groups of changes in TAF forecasts or making adjustments to them also include the phenomenon of weather ice crystals (very small) (IC)
Appendix 6	1.1.7	Information SIGMET isn't disseminated in digital form.
	1.1.8	

ANNEX 4 — AERONAUTICAL CHARTS		
Chapter 2	2.1.8	The main size of published maps in the AIP of the Republic of Kazakhstan is in A4 format.
	2.5.7	Conversion table of units (kilometres/ nautical miles, meters/feet) on the front side of each chart is not published.
Chapter 3	3.8.2.2	Information regarding the gradient at takeoff less than 1.2% is not published.
	3.8.3.1	Information about TORA, ASDA, TODA and LDA is published in the descriptive part of AIP AD 2.13.
Chapter 4	4.2	Aerodrome obstacle chart (ICAO) type B is not published.
Chapter 5	5.2	Aerodrome terrain and obstacle chart (ICAO) is not published.
Chapter 7	7.7	Date information on the magnetic declination is not specified.
Chapter 8	8.9.4.1.1	f) holding patterns are shown on the STAR maps.
Chapter 13	13.6.1	k) The boundaries of the air traffic control service are not specified.
Chapter 14	14.6	g) Geographical coordinates for taxiway are not published. h) The boundaries of the air traffic control service are not specified. l) VOR checkpoint is not specified.

ANNEX 4 — AERONAUTICAL CHARTS		
Chapter 15	15.2	Aircraft parking/docking chart (ICAO) combined with aerodrome ground movement chart.
Chapter 16	16.2	World aeronautical chart (ICAO) 1:1000000 is not published.
Chapter 18	18.2	Aeronautical navigation chart (ICAO) small scale is not published.
Chapter 19	19.2	Plotting chart (ICAO) is not published.
Chapter 20	20.2	Electronic aeronautical chart display (ICAO) is not published.

ANNEX 5. UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS.		
Nil		

ANNEX 6. OPERATION OF AIRCRAFT		
Part I. International Commercial Air Transport. Aircraft.		
Chapter 4	4.1.2	Not published
	4.2.8.2	In determining the aerodrome operating minima, no reference is made to the conditions specified in the operating specifications and any minima that may be promulgated by the State of the aerodrome.
	4.2.8.3	Category 3 approach is divided into CAT IIIA, CAT IIIB
	4.2.8.4	Category II and Category III instrument approaches are not permitted unless runway visual range information (RVR) is provided.
	4.2.8.5	Not published
Chapter 6	6.1.5.1	Not published
	6.1.5.2	Not published
	6.1.5.3	Not published
	6.15.1	If the aircraft is equipped with GPWS, the operator is allowed to fly an aircraft with gas turbine engines and a maximum certified take-off weight of more than 5700 kg or a maximum approved number of passenger seats of more than 9 (nine).
	6.15.2	Not published
Chapter 15	15.1	Not published
	15.2.1	Not published
	15.2.2	Not published
Part II. International General Aviation. Aircraft.		
Chapter 2	2.2.2.2.2	Category 3 approach is divided into CAT IIIA, CAT IIIB
	2.2.2.2.5	Category II and Category III instrument approaches are not permitted unless runway visual range information (RVR) is provided.
	2.4.18.1	Not published
	2.4.18.2	Not published
	2.4.18.3	Not published
Part III. International flights. Helicopters.		
Chapter 2	2.2.8.2	In determining the aerodrome operating minima, no reference is made to the conditions specified in the operating specifications and any minima that may be promulgated by the State of the aerodrome.
	2.2.8.3	Category 3 approach is divided into CAT IIIA, CAT IIIB
	2.2.8.4	Category II and Category III instrument approaches are not permitted unless runway visual range information (RVR) is provided.
	2.2.8.5	Not published
Chapter 4	4.1.5.1	Not published
	4.1.5.2	Not published
	4.1.5.3	Not published

ANNEX 7. AIRCRAFT NATIONALITY AND REGISTRATION MARKS.

Nil

ANNEX 8. AIRWORTHINESS OF AIRCRAFT.

Nil

ANNEX 9 — FACILITATION

Chapter 2	2.17	The Customs units of the Republic of Kazakhstan require the presentation of a list of accompanied baggage or mishandled baggage.
	2.36; 2.37; 2.38; 2.40; 2.41; 2.42	A preliminary permission is required for operating such flights in accordance with the procedures set forth in AIP.
Chapter 3	3.7	The requirement to show valid document providing evidence of the right to arrive or depart from the Republic of Kazakhstan.
	3.16	Passengers crossing the State border of the Republic of Kazakhstan whose cabin baggage and baggage are subject to customs clearance shall fill in a customs declaration. All crew members may be cleared on the basis of the oral declaration.
	3.24.1; 3.25.1	Crew members of foreign aircraft arriving in Republic of Kazakhstan shall be in possession of valid national passports with Kazakhstan visas, unless bilateral agreements stipulate otherwise.
	3.32	The requirement is a presence of entry visas for arriving persons at the end of their staying.
	3.46	Not applicable
	3.57	In the Republic of Kazakhstan, the responsibility for luggage delivery is assigned to aircraft operators.
Chapter 4	4.51	In the Republic of Kazakhstan the storage of temporarily admitted containers and pallets at off-airport locations is prohibited.
Chapter 5	5.4.1	Transit passengers without transit visa may stay in the airport transit area or in the hotel for foreign transit passenger for 24 hours.
	5.11; 5.12; 5.13	There are no free airports, zones or storage in the Republic of Kazakhstan.

ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS**Vol. I, Part I.**

Chapter 3	3.1.6.4.1	Not implemented.
	3.1.6.5.1	Not implemented.
Chapter 4	4.3.1.2	Equipment for automatic error correction is not used.

Vol. I, Part II.

Chapter 5	5.1.1.1	Only the frequency 121.5 MHZ is used
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Vol. II.

Chapter 4	4.4.6.7	The text of the messages from AFTN transmitting stations shall not exceed 1800 characters.
	4.4.7.3	The length of messages from AFTN transmitting stations shall not exceed 1800 characters.

Vol III. Communication Systems.

ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS		
Nil		
Vol IV. Surveillance and Collision.		
Nil		
Vol V. Aeronautical Radio Frequency Spectrum Utilization.		
Nil		

ANNEX 11 — AIR TRAFFIC SERVICES		
Chapter 2	2.8	Performance-based communication (PBC) operations are not applicable.
	2.9	Performance-based surveillance (PBS) operations are not applicable.
Chapter 3	3.3.5	c) not implemented.
	3.7.3.2	Not implemented.
	3.7.5.1	Air traffic flow management (ATFM) is not implemented.
Chapter 6	6.1.1.2	RCP types are not established.
	6.1.2.1	Two-way air-ground communications used for flight information services provide direct, prompt, continuous and interference-free two-way communications, if conditions permit.

ANNEX 12 — SEARCH AND RESCUE		
Nil		

ANNEX 13. AIRCRAFT ACCIDENT AND INCIDENT.		
To be developed		

ANNEX 14. AERODROMES.		
Vol. I. Aerodrome Design and Operations.		
Chapter 1	1.6.1	In the Republic of Kazakhstan, along with the term "Code Letter", the term "Aircraft Index" is used for regional airports.
Chapter 2	2.7.1	There are no requirements for the mandatory presence of pre-flight altimeter check locations.
Chapter 3	3.4.1	In Kazakhstan, runway strip that includes a runway equipped for precision approach or a runway equipped for non-precision approach should extend in a transverse direction on both sides of the runway axis and its continuation (throughout the entire length of the runway) for a distance of at least: <ol style="list-style-type: none"> 150 m for runway classes A, B, C, D or ICAO code numbers 4,3, which is 10 m more than in the ICAO standard 75 m for Class D and E runways, or ICAO code numbers 1,2, which is 5 m more than in the ICAO standard. In the longitudinal direction, the runway, including both instrumental and non-instrumental runways, should extend beyond each end of the runway or beyond the end of the stopway, if it is provided, for a distance of at least 150 m for runways with code numbers 4,3,2, instead of the 60 m specified in the ICAO standard.
	3.15	The legislation of the Republic of Kazakhstan does not provide for requirements for the infrastructure of De-icing/anti-icing facilities.

ANNEX 14. AERODROMES.		
Chapter 4	4.2.2; 4.2.8; 4.2.16; 4.2.23	The dimensions, slopes of the obstacle limitation surfaces – approach runways in the legislation of the Republic of Kazakhstan are linked to the term "Runway Class", instead of the code letter. The dimensions, slopes shown in Table 4-1 of ICAO Annex 14 and Table 1 in Annex 7 of the Standards of aerodromes (heliports) operation civil aviation Republic of Kazakhstan differ. For runways with code numbers 3 and 4, the slope gradient of the take off climb surface is 1.6% instead of 2%. The height of the inner horizontal surface, depending on the classification of the runway, is 50 m instead of 45 m.
Chapter 5	5.1.1.3	The dimensions of the wind direction indicator according to the legislation of the Republic of Kazakhstan are 2.4 meters in length and 0.6 m in diameter at the base.
	5.1.3	Signalling lamps are not provided at the in the aerodrome control towers of the aerodromes of the Republic of Kazakhstan.
	5.3.2	In the Republic of Kazakhstan, runways equipped with a lighting system have secondary power supply, therefore there is no need for an emergency lighting system.
	5.3.3.3	In the Republic of Kazakhstan, there are no requirements for the mandatory presence of aerodrome beacons.
	5.3.12.7	In the Republic of Kazakhstan, the Runway centerline lights are continuous red lights at 300 ± 15 m from the end of the runway, alternating pairs of red and white lights at 300 ± 15 m to 900 ± 15 m from the end of the runway, and white lights on the rest of the runway.
	5.3.18.1; 5.3.18.7	According to the legislation of the Republic of Kazakhstan, taxiway lights on the edges of the runway turn-pads are green lights instead of blue lights. At the airports of Kostanay, Petropavlovsk, Semey, Taraz, Uralsk, green lights are installed. Yellow lights are installed at the airports of Aktobe, Zhezkazgan, Karaganda, Kokshetau, Kyzylorda, Pavlodar, Taldykorgan, Shymkent.
	5.3.30	Runway status lights are not used in the Republic of Kazakhstan.
Chapter 8	8.1.6	In Kazakhstan, the maximum switch-over time for runway lighting equipped for precision approach CAT I ICAO is 1 second.
Attachment A	6.4	Normative friction coefficient is transmitted in runway surface condition messages, except of ATIS messages in English. A correlation dependence exists between normative and measured friction coefficients for identical pavement condition in accordance with Table 1 AD 1.2
Vol. II. Heliports.		
Nil		

ANNEX 15 — AERONAUTICAL INFORMATION SERVICES (Sixteenth Edition, July 2018)		
Chapter 3	3.5.1	Not implemented.
Chapter 5	5.2.5.3	Only Aeronautical Chart - ICAO 1:500 000 is provided
	5.3.3.4.6	Obstacle data is provided in accordance with section GEN 3.1.6
	5.3.3.4.9	Obstacle data is provided in accordance with section GEN 3.1.6
	5.4.2.6	Not implemented.
	5.6.3	Not implemented.
Chapter 6	6.3.3.1	Not implemented.

DOC 10066. PANS-AIM – AERONAUTICAL INFORMATION MANAGEMENT		
Chapter 5	5.2.5.1.5	ASHTAM are not published.
Appendix 2 PART 1		
GEN	3.2.6	World Aeronautical Chart is not published.
Appendix 2 PART 2		
ENR	3.1	Lower ATS Routes are not established.
ENR	3.2	International ATS Routes are published.
Appendix 2 PART 3		
AD 3	Heliports.	The data on heliports are not published.
ANNEX 16. ENVIRONMENTAL PROTECTION.		
Vol. I. Aircraft Noise.		
Nil		
Vol. II. Aircraft Engine.		
Nil		
ANNEX 17. SECURITY.		
Nil		
ANNEX 18. THE SAFE TRANSPORT OF DANGEROUS GOODS.		
Nil		
ANNEX 19. SAFETY MANAGEMENT.		
Nil		