

## GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

### 1. ANNEX 1 - PERSONNEL LICENSING

Eleventh edition, AMDT No.174, 9/11/2017

#### Chapter 2

2.3.1.1 The applicant shall be not less than 18 years of age.

2.7.1.1 The applicant shall be not less than 18 years of age.

2.10.1.11 The applicant shall be not less than 18 years of age.

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### 2. ANNEX 2 - RULES OF THE AIR

| Tenth edition, AMDT No.47 12/07/2021

- 3.2.2 .SIRA.3210(b):  
An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.
- 3.2.2.4 SIRA.3210(c)(3)(i):  
Seaplanes overtaking. A seaplane overtaking another seaplane may alter its course to the right or to the left.
- 3.2.3.2(b) SIRA.3215(b)(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) SIRA.3225(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;
- 3.2.5(d) SIRA.3225(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 Subparagraphs a), b), c), d) and e) are replaced by SIRA.4001(c):  
For all flights within the Tehran FIR, a flight plan shall be submitted prior to operating unless arrangements have been made for the submission of repetitive flight plans (RPL).  
*Note. The term "flight plan" is used to mean variously full information on all items comprised in the flight plan description, covering the whole route of flight.*
- | 3.3.1.3 A flight plan shall be submitted on the flight plan form before departure to an air traffic services reporting office (ARO) at the departure aerodrome. If no such unit exists at the departure aerodrome, the flight plan shall be submitted to the ATS unit performing the functions of such an office.
- 3.3.2 Notes 1. and 2. are not applicable
- | 3.6.5.1 SIRA.6005 All aircraft are required to be equipped and have two-way communication with ATS units in Tehran FIR.
- 3.9 SIRA.5001 Table S5-2: Helicopters operation  
*Note. Minimum flight visibility for helicopters at and below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is higher, in Classes B, C, D, and E airspaces is 3000m in daylight and 5km at night.*
- | 4.2 SIRA.5005(b)(2)  
*Note. Minimum ground visibility for helicopters in Classes B, C, D, and E airspaces is 3000m during daylight and 5 km at night.*

→ 4.6 replaced with SIRA.5005(a)(7) and SIRA.5005(b)(5), introducing the obstacle clearance criteria, as follows:

For fixed wing aircraft:

(7) Except when necessary for take-off or landing, or except by permission from the CAO.IRI, a VFR flight during daylight shall not be flown:

- (i) Over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300m (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft;
- (ii) Elsewhere than as specified above at a height less than 150m (500 FT) above the ground or water, or 150m (500 FT) above the highest obstacle within a radius of 150m from the aircraft.

(8) Except when necessary for take-off or landing, or except by permission from CAO.IRI, a VFR flight at night shall not be flown:

- (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.

For helicopters:

(5) Except when necessary for take-off or landing, or except by permission from the CAO.IRI, a VFR flight in daylight shall not be flown:

- (i) Over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300m (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft;
- (ii) Over the historical buildings and ancient monuments at a height less than 2000 FT above the highest obstacle within a radius of 600 M from the aircraft;
- (iii) Elsewhere than as specified above at a height less than 150m (500 FT) above the ground or water, or 150m (500 ft) above the highest obstacle within a radius of 150m from the aircraft.

(6) Except when necessary for take-off or landing, or except by permission from the CAO.IRI, a VFR flight at night shall not be flown:

- (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) over the historical buildings and ancient monuments at a height less than 2000 FT above the highest obstacle within a radius of 600 M from the aircraft;
- (iii) elsewhere than as specified above, 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.

| 4.9 SIRA.6005 All aircraft are required to equipped and have two-way communication with relevant ATS units in Tehran FIR.

→ 5.1.2 SIRA.5015(b) Except when necessary for take-off or landing or when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level that is not below the minimum flight level established by the State whose territory is overflown, or, where no such minimum flight level has been established at a level which is at least 2500 FT above the highest obstacle located within 8 km of the estimated position of the aircraft.

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### 3. ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION

| Twentieth edition, AMDT No.80

Chapter 5.6 SIRA.12005 specifies:

b) ANSP shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.

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### 4. ANNEX 4 - AERONAUTICAL CHARTS

Eleventh edition, AMDT No.59, 10/11/2016: NIL

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

Fifth edition: NIL

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### 6. ANNEX 6 - OPERATION OF AIRCRAFT

- Tenth edition of Part I, AMDT No.41 27/04/2017: NIL
- Ninth edition of Part II, AMDT No.35 27/04/2017: NIL
- Eighth edition of Part III, AMDT No.21 20/11/2008, 27/04/2017: NIL

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7. ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS  
Sixth edition, AMDT No.1-6: NIL

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8. ANNEX 8 - AIRWORTHINESS OF AIRCRAFT  
Eleventh edition, AMDT No.105A, 10/11/2016, NIL

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9. ANNEX 9 - FACILITATION  
Fifteenth edition

Chapter 2

- 2.6 The Passenger Manifest is required (one copy only).
- 2.20 Document shall be accepted with required fees.
- 2.31 Not practicable at present.
- 2.34 Twenty-four hours advance notice and reference to our NOTAM for availability of the airports is required.
- 2.36 “No objection certificate” is required from the concerned national carrier.

Chapter 3

- 3.5.3 Iranian passports are valid for 5 years but exit clearance is required.
- 3.5.4 Not acceptable.
- 3.5.5 Not acceptable.
- 3.5.6 Acceptable except when an Iranian child is accompanied by legal guardian.
- 3.7 Not acceptable.
- 3.8.3 Not acceptable.
- 3.11 Certificate of cholera, yellow fever or smallpox is required.
- 3.16 Not acceptable.
- 3.24 Not acceptable.
- 3.30 Presentation of departing passengers’ baggage is required.
- 3.31 Not acceptable.
- 3.33 Acceptable except in special cases.

Chapter 4

- 4.9 Presentation of documents for unaccompanied baggage is not necessary. In the case of commercial goods, however, their presentation is required.
- 4.13 Physical examination of air cargo as well as unaccompanied baggage is necessary.
- 4.15 Customs formalities are to be performed 24 hours before departure of aircraft.
- 4.21 Documents relating to the clearance of air cargo require charges and fees.
- 4.23 Trade samples are not exempt from governmental clearance documents. Private gift packages, however, are exempt from governmental clearance formalities to that extent not considered as to gain benefit.
- 4.24 Acceptable only for simplification of customs documents and clearance of goods.
- 4.25 Not acceptable.
- 4.26 Not acceptable.
- 4.42 Except for the charges, other aspect of the Standard are accepted
- 4.44 Except for the maintenance platforms, steps and cargo weighing devices, the other items are acceptable on the basis of temporary admission.
- 4.49 Not acceptable at present.
- 4.50 Operator's declaration must include reasons as to why the cargo was not unladen. If these articles arrive afterwards in the same conditions under a separate airway bill or are unladen by mistake at another airports, they must be separated from the rest and the operator must present a certificate.

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10. ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS

- Sixth edition of Volume I: AMDT No.90, NIL
- Seventh edition of Volume II, AMDT No.92:

→ 5.2.1.4.1 .ICAO Annex 10, Volume II, Chapter 5, is transposed in point SIRA.14035 of with some differences as follows:

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.

- Second edition of Volume III: AMDT No.90, 10/11/2016, NIL
- Fifth edition of Volume VI: AMDT No.70-89, NIL
- Third edition of Volume V: AMDT No.89, NIL

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11. ANNEX 11 - AIR TRAFFIC SERVICES

| Fifteenth edition, AMDT No. 52

→ 2.6.1. Exemption possibility. SIRA.6001 specifies:

'A speed limitation of 250 kts IAS applies to VFR flights in class C and all flights in classes D, E, F and G below 3 050 m (10 000 ft) AMSL, except where approved by CAO.IRI. For aircraft types, which for technical or safety reasons cannot maintain this speed.'

→ 2.6.2 Currently airspace classes A, C, D, and G are existing in TEHRAN FIR.

→ 2.6.3 Note 2: Continuous air-ground voice communications are required for all flights in TEHRAN FIR.

→ 3.3.4 SIRA.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;

except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft 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 daylight in visual meteorological conditions.

→ 3.7.3.1. SIRA.8015, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the underlined text):  
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.

→ 3.7.3.1.1. SIRA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the underlined text):

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.

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12. ANNEX 12 - SEARCH AND RESCUE  
Eighth edition, AMDT No.18: NIL

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13. ANNEX 13 - AIRCRAFT ACCIDENT INVESTIGATION  
Eleventh edition: NIL

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14. ANNEX 14 – AERODROMES

- Seventh edition of Volume I: NIL
- Fourth edition of Volume II, AMDT No.7, 10/11/2016: NIL

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15. ANNEX 15 - AERONAUTICAL INFORMATION SERVICES

Fifteenth edition, AMDT No.34: NIL

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16. ANNEX 16 - ENVIRONMENTAL PROTECTION

- Eighth edition of Volume I: NIL
- Fourth edition of Volume II: NIL
- First edition of Volume III: NIL

17. ANNEX 17- SECURITY - SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS  
OF UNLAWFUL INTERFERENCE  
Tenth edition: NIL

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18. ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR  
Fourth edition, AMDT No.12, 12/11/2015: NIL

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19. ANNEX 19 – SAFETY MANAGEMENT

FIRST edition: NIL