

Air Navigation Services

# Safety BITes

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## Differences From ICAO Standards, Recommended Practices (SARPs) & Procedures for Annex 3 – *Meteorological Service for International Air Navigation*

**15 AUGUST 2015**

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In accordance with Article 38 to the Chicago Convention (*Departures from international standards and procedures*), Contracting States are required to notify ICAO of “any differences between its own practices and that established by the international standard”.

ICAO Annex 15 requires that a Contracting State record in its Aeronautical Information Publication (AIP) any **significant differences** between its national regulations and practices and the related ICAO provisions. It is intended that any such differences be included in GEN 1.7 of the AIP. This is to ensure that an AIP will provide up-to-date information on the status of implementation of Standards, Recommended Practices and Procedures (SARPs), particularly those concerned with aircraft operations and the provision of facilities and services.

With respect to ICAO Annex 3 (18<sup>th</sup> Edition – Amendment 76), Malaysia has declared their differences with the SARPs in this Annex; several significant differences will be published in the Malaysia AIP as follows:

1. Chapter 4 Para 4.3.2(a) – Specifically-formatted local routine reports are not prepared by the MET authority. The ATS units use real-time weather conditions from the visual display of automated weather observing system (AWOS) and automated wind & runway visual range (WRVR) located along the runways (showing the actual surface wind and RVR) for aircraft landing and take-off.
2. Chapter 7 Para 7.4 – Wind shear warning and alerts are only available at Kuala Lumpur International Airport.

**Further information :** In case of any query, please contact us at [safetybites@dca.gov.my](mailto:safetybites@dca.gov.my)

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