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Chapter 2 Reference 2.1.1 **Standard**	**CHAPTER 2. GENERAL PROVISIONS** *Introductory Note 1.— It is recognized that the provisions of this Annex with respect to meteorological information are subject to the understanding that the obligation of a Contracting State is for the supply, under Article 28 of the Convention on International Civil Aviation, of meteorological information and that the responsibility for the use made of such information is that of the user.* *Introductory Note 2.— Although the Convention allocates to the State of Registry certain functions which that State is entitled to discharge, or obligated to discharge, as the case may be, the Assembly recognized, in Resolution A23-13, that the State of Registry may be unable to fulfil its responsibilities adequately in instances where aircraft are leased, chartered or interchanged — in particular without crew — by an operator of another State and that the Convention may not adequately specify the rights and obligations of the State of an operator in such instances until such time as Article 83* bis *of the Convention enters into force. Accordingly, the Council urged that if, in the above-mentioned instances, the State of Registry finds itself unable to discharge adequately the functions allocated to it by the Convention, it delegate to the State of the Operator, subject to acceptance by the latter State, those functions of the State of Registry that can more adequately be discharged by the State of the Operator. It was understood that pending entry into force of Article 83* bis *of the Convention the foregoing action would only be a matter of practical convenience and would not affect either the provisions of the Convention prescribing the duties of the State of Registry or any third State. However, as Article 83* bis *of the Convention*	No specific reference.	Different in character or other means of compliance	This is one of the outcomes achieved in practice.	

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	entered into force on 20 June 1997, such transfer agreements will have effect in respect of Contracting States that have ratified the related Protocol (Doc 9318) upon fulfilment of the conditions established in Article 83 bis. *Introductory Note 3.— In the case of international operations effected jointly with aeroplanes not all of which are registered in the same Contracting State, nothing in this Annex prevents the States concerned entering into an agreement for the joint exercise of the functions placed upon the State of Registry by the provisions of this Annex.*				
Chapter 2 Reference 2.2.10 **Recommendation**	2.2.10 **Recommendation.—** *Contracting States should ensure that the meteorological information supplied to the users listed in 2.1.2 is provided through information services.* *Note 1.— In the context of system-wide information management (SWIM), the notion of information service addresses machine-to-machine interaction in a service-oriented architecture.* *Note 2.— Procedures on information services are contained in the* Procedures for Air Navigation Services — Information Management *(PANS-IM, Doc 10199).* *Note 3.— Guidance material on information services can be found in the* Manual on System-wide Information Management Implementation *(Doc 10203).*	Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService)	Less protective or partially implemented or not implemented	New Zealand is in the process of implementing this practice.	Awaiting service definitions for applicable meteorological services to be made available by ICAO, to ensure consistency in approach with other States.

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Chapter 3 Reference 3.4.4 **Recommendation**	3.4.4 **Recommendation**.— *An MWO should coordinate SIGMET with neighbouring MWO(s), especially when the en-route weather phenomenon extends or is expected to extend beyond the MWO's specified area of responsibility, in order to ensure the provision of harmonized SIGMET.* *Note.— Guidance on the bilateral or multilateral coordination between MWOs of Contracting States for the provision of SIGMET can be found in the* Manual of Aeronautical Meteorological Practice *(Doc 8896).*	Included in Meteorological Service Provider (MetService) operational procedures.	Less protective or partially implemented or not implemented	Coordination occurs for TC and VA SIGMETs with all FIRs. Coordination on other SIGMETs (icing, turbulence etc) occurs with Australia only (Brisbane and Melbourne FIRs) but not yet other neighbouring FIRs.	

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Chapter 3 Reference 3.7 **Standard**	**3.7 Tropical cyclone advisory centres** A Contracting State having accepted the responsibility for providing a tropical cyclone advisory centre (TCAC) shall arrange for that centre to: a) monitor the development of tropical cyclones in its area of responsibility, using geostationary and polar-orbiting satellite data, radar data and other meteorological information; b) issue advisory information concerning the position of the cyclone centre, changes in intensity at time of observation, its direction and speed of movement, central pressure and maximum surface wind near the centre, in abbreviated plain language to: 1) MWOs in its area of responsibility; 2) other TCACs whose areas of responsibility may be affected; and 3) WAFCs, international OPMET databanks, and centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services; and c) issue updated advisory information to MWOs for each tropical cyclone, as necessary, but at least every six hours.	WMO-1181 / TCP-24	Different in character or other means of compliance	nil	During the cyclone season or for an active TC out-of-season, Wellington TCWC will assume temporary responsibility for TCWC functions in RSMC Nadi's area of responsibility, as outlined below, whenever RSMC Nadi is temporarily unable to carry out this role through; i) Communication failure, or ii) storm damage This includes issuance of TCA and TC SIGMET

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Chapter 4 Reference 4.6.1.2 **Recommendation**	4.6.1.2 **Recommendation.**— *When local routine and special reports are used for departing aircraft, the surface wind observations for these reports should be representative of conditions along the runway; when local routine and special reports are used for arriving aircraft, the surface wind observations for these reports should be representative of the touchdown zone.*	AIPNZ GEN 3.5.	Less protective or partially implemented or not implemented	Not specifically required.	
Chapter 4 Reference 4.6.2.2 **Recommendation**	4.6.2.2 **Recommendation.**— *When local routine and special reports are used for departing aircraft, the visibility observations for these reports should be representative of conditions along the runway; when local routine and special reports are used for arriving aircraft, the visibility observations for these reports should be representative of the touchdown zone of the runway.*	AIPNZ GEN 3.5.	Less protective or partially implemented or not implemented	Not specifically required.	
Chapter 4 Reference 4.6.4.2 **Recommendation**	4.6.4.2 **Recommendation.**— *For local routine and special reports, the present weather information should be representative of conditions at the aerodrome*.	AIPNZ GEN 3.5.	Less protective or partially implemented or not implemented	Not specifically required.	
Chapter 5 Reference 5.3.1 **Recommendation**	**5.3 Routine aircraft observations — designation**	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 5 Reference 5.5 **Standard**	**5.5 Special aircraft observations** Special observations shall be made by all aircraft whenever the following conditions are encountered or observed: a) moderate or severe turbulence; or b) moderate or severe icing; or c) severe mountain wave; or d) thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines; or e) thunderstorms, with hail, that are obscured, embedded, widespread or in squall lines; or f) heavy duststorm or heavy sandstorm; or g) volcanic ash cloud; or h) pre-eruption volcanic activity or a volcanic eruption; or *Note.— Pre-eruption volcanic activity in this context means unusual and/or increasing volcanic activity which could presage a volcanic eruption.* i) runway braking action encountered is not as good as reported.	AIPNZ GEN 3.5, 6.2.	Less protective or partially implemented or not implemented	GEN-3-5 6.2 covers all of that SARP except runway braking action	GEN-3-5 6.2 covers all of that SARP except runway braking action

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Chapter 6 Reference 6.3.1 **Standard**	**6.3 Landing forecasts**	AIPNZ GEN 3.5, 4.3.1(i) and 4.5.	Different in character or other means of compliance	Landing forecasts are provided by the Terminal Aerodrome Forecast (TAF)	
Chapter 6 Reference 6.3.2 **Standard**	6.3.2 Landing forecasts shall be prepared in the form of a trend forecast.	AIPNZ GEN 3.5, 4.5 and 4.3.1(i).	Different in character or other means of compliance	Landing forecasts are provided by the Terminal Aerodrome Forecast (TAF)	
Chapter 6 Reference 6.3.3 **Standard**	6.3.3 A trend forecast shall consist of a concise statement of the expected significant changes in the meteorological conditions at that aerodrome to be appended to a local routine report, local special report, METAR or SPECI. The period of validity of a trend forecast shall be 2 hours from the time of the report which forms part of the landing forecast.	AIP NZ GEN 3.5, 3.7 and 4.3.1(i).	Different in character or other means of compliance	Landing forecasts are provided by the Terminal Aerodrome Forecast (TAF)	
Chapter 6 Reference 6.4.1 **Standard**	**6.4 Forecasts for take-off**	AIPNZ GEN 3.5, 1.2.3, 1.2.4, 4.5.	Different in character or other means of compliance	Take-off forecasts are provided by the Terminal Aerodrome Forecast (TAF)	

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Chapter 6 Reference 6.4.2 **Recommendation**	6.4.2 **Recommendation.**— *A forecast for take-off should refer to a specified period of time and should contain information on expected conditions over the runway complex in regard to surface wind direction and speed and any variations thereof, temperature, pressure (QNH), and any other elements as agreed locally*.	AIPNZ GEN 3.5, 4.5.	Different in character or other means of compliance	Take-off forecasts are provided by the Terminal Aerodrome Forecast (TAF)	
Chapter 6 Reference 6.4.3 **Recommendation**	6.4.3 **Recommendation.**— *A forecast for take-off should be supplied to operators and flight crew members on request within the 3 hours before the expected time of departure*.	AIPNZ GEN 3.5.	Different in character or other means of compliance	Take-off forecasts are provided by the Terminal Aerodrome Forecast (TAF)	
Chapter 6 Reference 6.4.4 **Recommendation**	6.4.4 **Recommendation.**— *Aerodrome meteorological offices preparing forecasts for take-off should keep the forecasts under continuous review and, when necessary, should issue amendments promptly*.	AIPNZ GEN 3.5, 3.4, 4.5.	Different in character or other means of compliance	Take-off forecasts are provided by the Terminal Aerodrome Forecast (TAF)	
Chapter 7 Reference 7.3.1 **Standard**	**7.3 Aerodrome warnings**	CARs	Less protective or partially implemented or not implemented	nil	Aerodrome Warnings are not issued in New Zealand.

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Chapter 7 Reference 7.4.1 **Standard**	**7.4 Wind shear warnings and alerts** *Note.— Guidance on the subject is contained in the* Manual on Low-level Wind Shear *(Doc 9817). Wind shear alerts are expected to complement wind shear warnings and together are intended to enhance situational awareness of wind shear.*	AIPNZ GEN 3.5, 3.7, 4.7.2, 4.9.2	Less protective or partially implemented or not implemented	Information about wind shear observed on the approach or takeoff paths is included, when appropriate, in ATIS and, where available, METAR and SPECI*. Information on the expected existence of wind shear is provided through subscription for Dunedin Aerodrome only. Wind shear observation information is provided through subscription for Queenstown Aerodrome only. *METAR and SPECI only provided at Milford, Whenuapai and Ohakea Aerodromes, METAR AUTO is provided elsewhere.	
Chapter 9 Reference 9.1.6 **Standard**	9.1.6 Charts generated from the digital forecasts provided by the WAFCs shall be made available, as required by operators, for fixed areas of coverage as shown in Appendix 8, Figures A8-1, A8-2 and A8-3.	Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService)	Different in character or other means of compliance	Charts are provided for most of the fixed areas of coverage depicted in Appendix 8. Charts are also provided for customized areas covered are as agreed between the meteorological service provider and the operator or flight crew member.	

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Chapter 9 Reference 9.1.7 **Standard**	9.1.7 When forecasts of upper wind and upper-air temperature listed under 9.1.3 a) 1) are supplied in chart form, they shall be fixed time prognostic charts for flight levels as specified in Appendix 2, 1.2.2 a). When forecasts of SIGWX phenomena listed under 9.1.3 a) 6) are supplied in chart form, they shall be fixed time prognostic charts for an atmospheric layer limited by flight levels as specified in Appendix 2, 1.3.2 and Appendix 5, 4.3.2.	Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService)	Different in character or other means of compliance	SIGWX and upper wind and temperature charts are provided for fixed times but have a usable period of +/- 3 hours of the stated fixed times on the charts.	
Chapter 9 Reference 9.2.5 **Recommendation**	9.2.5 **Recommendation.**— *The flight crew member and/or other flight operations personnel for whom briefing, consultation and/or flight documentation has been requested should visit the aerodrome meteorological office at the time agreed between the aerodrome meteorological office and the operator concerned. Where local circumstances at an aerodrome make personal briefing or consultation impracticable, the aerodrome meteorological office should provide those services by telephone or other suitable telecommunications facilities.*	AIPNZ GEN 3.5, 4.8.4	Different in character or other means of compliance	There are no MET offices established at New Zealand aerodromes. MET information is normally delivered by AFTN, the Internet, or computer-to-computer transfer. MET information is also available through websites maintained by the meteorological service providers.	
Chapter 1 Reference 10.1.2 **Recommendation**	10.1.2 **Recommendation.**— *An aerodrome meteorological office should be associated with an aerodrome control tower or approach control unit for the provision of meteorological information*.	AIPNZ GEN 3.5, 4.2.1.	Different in character or other means of compliance	There are no aerodrome meteorological offices established in New Zealand. However, aerodrome control towers and approach control units have access to a centralised meteorological office.	

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