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Annex Reference	METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION  Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference  Definition	<b>INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES</b>  <b>PART I</b>	Civil Aviation (CA) Act 1990 s2; Civil Aviation Rules (CAR) Part 1.	No Difference	nil	Notes: where references are made to the Civil Aviation Act 1990 or the Civil Aviation Rules, these items can be found on the CAANZ website, <a href="http://www.aviation.govt.nz">www.aviation.govt.nz</a> . AIP New Zealand is available on <a href="http://www.aip.net.nz">www.aip.net.nz</a> .
Chapter 1 Reference  Definition	<i>Aerodrome climatological summary.</i> Concise summary of specified meteorological elements at an aerodrome, based on statistical data.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference  Definition	<i>Aerodrome climatological table.</i> Table providing statistical data on the observed occurrence of one or more meteorological elements at an aerodrome.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference  Definition	<i>Aerodrome control tower.</i> A unit established to provide air traffic control service to aerodrome traffic.	CAR Part 1.	No Difference	nil	nil



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Chapter 1 Reference  Definition	<i>Aerodrome elevation.</i> The elevation of the highest point of the landing area.	AC139-6.	No Difference		
Chapter 1 Reference  Definition	<i>Aerodrome meteorological office.</i> An office designated to provide meteorological service for aerodromes serving international air navigation.	CAR Part 174.	Different in character or other means of compliance	"Meteorological office".	
Chapter 1 Reference  Definition	<i>Aerodrome reference point.</i> The designated geographical location of an aerodrome.	AC139-6.	No Difference		
Chapter 1 Reference  Definition	<i>Aeronautical fixed service (AFS).</i> A telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services.	Airways Corporation of New Zealand Manual of Air Traffic Services (MATS) RAC 1.	No Difference		
Chapter 1 Reference  Definition	<i>Aeronautical fixed telecommunication network (AFTN).</i> A worldwide system of aeronautical fixed circuits provided, as part of the aeronautical fixed service, for the exchange of messages and/or digital data between aeronautical fixed stations having the same or compatible communications characteristics.	AIPNZ GEN 2.2.	No Difference		



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Chapter 1 Reference  Definition	<i>Aeronautical meteorological station.</i> A station designated to make observations and meteorological reports for use in international air navigation.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference  Definition	<i>Aeronautical mobile service (RR S1.32).</i> A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radio beacon stations may also participate in this service on designated distress and emergency frequencies.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<i>Aeronautical telecommunication station.</i> A station in the aeronautical telecommunication service.	CAR Part 171.	Less protective or partially implemented or not implemented	Not specifically defined.	Commonly understood term.
Chapter 1 Reference  Definition	<i>Aircraft.</i> Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<i>Aircraft observation.</i> The evaluation of one or more meteorological elements made from an aircraft in flight.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	



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Chapter 1 Reference  Definition	<b>AIRMET information.</b> Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof.		Not Applicable		AIRMET information is not provided in New Zealand.
Chapter 1 Reference  Definition	<b>Air-report.</b> A report from an aircraft in flight prepared in conformity with requirements for position, and operational and/or meteorological reporting.  <i>Note.— Details of the AIREP form are given in the PANS-ATM (Doc 4444).</i>	AIPNZ GEN 3.5, 6.	No Difference		
Chapter 1 Reference  Definition	<b>Air traffic services unit.</b> A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.	CA Act 1990; CAR Part 1.	No Difference		



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<p>Chapter 1 Reference</p> <p>Definition</p>	<p><b>Alternate aerodrome.</b> An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:</p> <p><i>Take-off alternate.</i> An alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.</p> <p><i>En-route alternate.</i> An alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route.</p> <p><i>Destination alternate.</i> An alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing.</p> <p><i>Note.— The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.</i></p>	<p>CAR Part 1.</p>	<p>No Difference</p>		
<p>Chapter 1 Reference</p> <p>Definition</p>	<p><b>Altitude.</b> The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).</p>	<p>CAR Part 1.</p>	<p>No Difference</p>		



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Chapter 1 Reference  Definition	<b>Approach control unit.</b> A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.	CAR Part 1.	Different in character or other means of compliance	"Office" used instead of "unit".	
Chapter 1 Reference  Definition	<b>Appropriate ATS authority.</b> The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.	CARs	Less protective or partially implemented or not implemented	Not defined in CARs.	Actual designation is CA Act 1990 s99.
Chapter 1 Reference  Definition	<b>Area control centre (ACC).</b> A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Area navigation (RNAV).</b> A method of navigation which permits aircraft operations on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.  <i>Note.— Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.</i>	CAR Part 1.	No Difference		



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Chapter 1 Reference  Definition	<p><b>Automatic dependent surveillance — contract (ADS-C).</b> A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports.</p> <p><i>Note.— The abbreviated term “ADS contract” is commonly used to refer to ADS event contract, ADS demand contract, ADS periodic contract or an emergency mode.</i></p>	AIPNZ GEN 2.2.	No Difference		Note - ADS-C is used in the Auckland Oceanic FIR.
Chapter 1 Reference  Definition	<p><b>Briefing.</b> Oral commentary on existing and/or expected meteorological conditions.</p>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage.
Chapter 1 Reference  Definition	<p><b>Cloud of operational significance.</b> A cloud with the height of cloud base below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater, or a cumulonimbus cloud or a towering cumulus cloud at any height.</p>	AIPNZ GEN 3.5, 3.12.2(c).	No Difference		
Chapter 1 Reference  Definition	<p><b>Consultation.</b> Discussion with a meteorologist or another qualified person of existing and/or expected meteorological conditions relating to flight operations; a discussion includes answers to questions.</p>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	



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Chapter 1 Reference  Definition	<b>Control area (CTA).</b> A controlled airspace extending upwards from a specified limit above the earth.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Cruising level.</b> A level maintained during a significant portion of a flight.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Elevation.</b> The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Extended range operation.</b> Any flight by an aeroplane with two turbine engines where the flight time at the one engine inoperative cruise speed (in ISA and still air conditions), from a point on the route to an adequate alternate aerodrome, is greater than the threshold time approved by the State of the Operator.	CAR Part 1.	No Difference		"Extended diversion time operation".
Chapter 1 Reference  Definition	<b>Flight crew member.</b> A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.	CAR Part 1.	Different in character or other means of compliance	Flight crew member means an appropriately qualified person assigned by the operator for duty in an aircraft during flight time as a pilot or flight engineer.	Flight crew licenses other than pilot and flight engineer are not issued by New Zealand.





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Chapter 1 Reference  Definition	<i>Flight documentation.</i> Written or printed documents, including charts or forms, containing meteorological information for a flight.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage.
Chapter 1 Reference  Definition	<i>Flight information centre (FIC).</i> A unit established to provide flight information service and alerting service.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<i>Flight information region (FIR).</i> An airspace of defined dimensions within which flight information service and alerting service are provided.	CAR Part 1.	No Difference		



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<p>Chapter 1 Reference</p> <p>Definition</p>	<p><b>Flight level.</b> A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals.</p> <p><i>Note 1.— A pressure type altimeter calibrated in accordance with the Standard Atmosphere:</i></p> <p>a) when set to a QNH altimeter setting, will indicate altitude;</p> <p>b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum;</p> <p>c) when set to a pressure of 1 013.2 hPa, may be used to indicate flight levels.</p> <p><i>Note 2.— The terms “height” and “altitude”, used in Note 1, indicate altimetric rather than geometric heights and altitudes.</i></p>	<p>CAR Part 1.</p>	<p>No Difference</p>		
<p>Chapter 1 Reference</p> <p>Definition</p>	<p><b>Forecast.</b> A statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace.</p>	<p>CARs.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Not specifically defined.</p>	<p>Common usage.</p>
<p>Chapter 1 Reference</p> <p>Definition</p>	<p><b>GAMET area forecast.</b> An area forecast in abbreviated plain language for low-level flights for a flight information region or sub-area thereof, prepared by the meteorological office designated by the meteorological authority concerned and exchanged with meteorological offices in adjacent flight information regions, as agreed between the meteorological authorities concerned.</p>	<p>CARs.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Not specifically defined.</p>	



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Chapter 1 Reference  Definition	<b>Grid point data in digital form.</b> Computer processed meteorological data for a set of regularly spaced points on a chart, for transmission from a meteorological computer to another computer in a code form suitable for automated use.  <i>Note.— In most cases, such data are transmitted on medium- or high-speed telecommunications channels.</i>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference  Definition	<b>Height.</b> The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Human Factors principles.</b> Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.
Chapter 1 Reference  Definition	<b>ICAO meteorological information exchange model (IWXXM).</b> A data model for representing aeronautical meteorological information.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	



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Chapter 1 Reference  Definition	<p><b>International airways volcano watch (IAVW).</b> International arrangements for monitoring and providing warnings to aircraft of volcanic ash in the atmosphere.</p> <p><i>Note.— The IAVW is based on the cooperation of aviation and non-aviation operational units using information derived from observing sources and networks that are provided by States. The watch is coordinated by ICAO with the cooperation of other concerned international organizations.</i></p>	NZ Volcanic Ash Advisory Service (VAAS)	No Difference		
Chapter 1 Reference  Definition	<p><b>Level.</b> A generic term relating to the vertical position of an aircraft in flight and meaning variously height, altitude or flight level.</p>	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<p><b>Meteorological authority.</b> The authority providing or arranging for the provision of meteorological service for international air navigation on behalf of a Contracting State.</p>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	See AIPNZ GEN 3.5, 1 for actual designation.
Chapter 1 Reference  Definition	<p><b>Meteorological bulletin.</b> A text comprising meteorological information preceded by an appropriate heading.</p>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	



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Chapter 1 Reference  Definition	<i>Meteorological information.</i> Meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.	CAR Part 1	No Difference		
Chapter 1 Reference  Definition	<i>Meteorological office.</i> An office designated to provide meteorological service for international air navigation.	CAR Part 174.	No Difference		
Chapter 1 Reference  Definition	<i>Meteorological report.</i> A statement of observed meteorological conditions related to a specified time and location.	CAR Part 174.	No Difference		
Chapter 1 Reference  Definition	<i>Meteorological satellite.</i> An artificial Earth satellite making meteorological observations and transmitting these observations to Earth.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.
Chapter 1 Reference  Definition	<i>Meteorological watch office (MWO).</i> An office designated to provide information concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations within its specified area of responsibility.	MWO provided under Memorandum of Understanding between MET Authority (CAANZ) and Service Provider (MetService).	No Difference		



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Chapter 1 Reference  Definition	<b>Minimum sector altitude.</b> The lowest altitude which may be used which will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an area contained within a sector of a circle of 46 km (25 NM) radius centred on a radio aid to navigation.	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference  Definition	<b>Navigation specification.</b> A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications:  <i>Required navigation performance (RNP) specification.</i> A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, e.g. RNP 4, RNP APCH.  <i>Area navigation (RNAV) specification.</i> A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.  <i>Note.— The Performance-based Navigation (PBN) Manual (Doc 9613), Volume II, contains detailed guidance on navigation specifications.</i>	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference  Definition	<b>Observation (meteorological).</b> The evaluation of one or more meteorological elements.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.



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Chapter 1 Reference  Definition	<b>Operational control.</b> The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.	MATS RAC 1.	No Difference		
Chapter 1 Reference  Definition	<b>Operational flight plan.</b> The operator's plan for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Operational planning.</b> The planning of flight operations by an operator.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage.
Chapter 1 Reference  Definition	<b>Operator.</b> The person, organization or enterprise engaged in or offering to engage in an aircraft operation.	CA Act 1990; CAR Part 1 "operate".	No Difference		



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Chapter 1 Reference  Definition	<b>Performance-based navigation (PBN).</b> Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.  <i>Note.— Performance requirements are expressed in navigation specification (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.</i>	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference  Definition	<b>Pilot-in-command.</b> The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.	CA Act 1990; CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Prevailing visibility.</b> The greatest visibility value, observed in accordance with the definition of “visibility”, which is reached within at least half the horizon circle or within at least half of the surface of the aerodrome. These areas could comprise contiguous or non-contiguous sectors.  <i>Note.— This value may be assessed by human observation and/or instrumented systems. When instruments are installed, they are used to obtain the best estimate of the prevailing visibility.</i>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage.





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Chapter 1 Reference  Definition	<b>Prognostic chart.</b> A forecast of a specified meteorological element(s) for a specified time or period and a specified surface or portion of airspace, depicted graphically on a chart.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage.
Chapter 1 Reference  Definition	<b>Quality assurance.</b> Part of quality management focused on providing confidence that quality requirements will be fulfilled (ISO 9000*).  ----- * ISO Standard 9000 — Quality Management Systems — Fundamentals and Vocabulary.	Australian/New Zealand Standard (AS/NZS) ISO 9000:2016.	No Difference		
Chapter 1 Reference  Definition	<b>Quality control.</b> Part of quality management focused on fulfilling quality requirements (ISO 9000*).	AS/NZS ISO 9000:2016.	No Difference		
Chapter 1 Reference  Definition	<b>Quality management.</b> Coordinated activities to direct and control an organization with regard to quality (ISO 9000*).	AS/NZS ISO 9000:2016.	No Difference		



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Chapter 1 Reference  Definition	<b>Regional air navigation agreement.</b> Agreement approved by the Council of ICAO normally on the advice of a regional air navigation meeting.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage.
Chapter 1 Reference  Definition	<b>Reporting point.</b> A specified geographical location in relation to which the position of an aircraft can be reported.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Rescue coordination centre.</b> A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.	CA Act 1990 s14B.	No Difference		
Chapter 1 Reference  Definition	<b>Runway.</b> A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Runway visual range (RVR).</b> The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.	CAR Part 1.	No Difference		



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Chapter 1 Reference  Definition	<b>Search and rescue services unit.</b> A generic term meaning, as the case may be, rescue coordination centre, rescue subcentre or alerting post.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage.
Chapter 1 Reference  Definition	<b>SIGMET information.</b> Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Space weather centre (SWXC).</b> A centre designated to monitor and provide advisory information on space weather phenomena expected to affect high-frequency radio communications, communications via satellite, GNSS-based navigation and surveillance systems and/or pose a radiation risk to aircraft occupants.  <i>Note.— A space weather centre is designated as global and/or regional.</i>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference  Definition	<b>Standard isobaric surface.</b> An isobaric surface used on a worldwide basis for representing and analysing the conditions in the atmosphere.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	



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Chapter 1 Reference  Definition	<b>State volcano observatory.</b> A volcano observatory, designated by regional air navigation agreement, to monitor active or potentially active volcanoes within a State and to provide information on volcanic activity to its associated area control centre/flight information centre, meteorological watch office and volcanic ash advisory centre.	NZ Volcanic Ash Advisory System (VAAS).	No Difference		
Chapter 1 Reference  Definition	<b>Threshold.</b> The beginning of that portion of the runway usable for landing.	AC139-6.	No Difference		
Chapter 1 Reference  Definition	<b>Touchdown zone.</b> The portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway.	AC 139-6.	No Difference		
Chapter 1 Reference  Definition	<b>Tropical cyclone.</b> Generic term for a non-frontal synoptic-scale cyclone originating over tropical or sub-tropical waters with organized convection and definite cyclonic surface wind circulation.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage.



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Chapter 1 Reference  Definition	<b>Tropical cyclone advisory centre (TCAC).</b> A meteorological centre designated by regional air navigation agreement to provide advisory information to meteorological watch offices, world area forecast centres and international OPMET databanks regarding the position, forecast direction and speed of movement, central pressure and maximum surface wind of tropical cyclones.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference  Definition	<b>Upper-air chart.</b> A meteorological chart relating to a specified upper-air surface or layer of the atmosphere.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage.
Chapter 1 Reference  Definition	<b>Visibility.</b> Visibility for aeronautical purposes is the greater of:  a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background;  b) the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background.  <i>Note.— The two distances have different values in air of a given extinction coefficient, and the latter b) varies with the background illumination. The former a) is represented by the meteorological optical range (MOR).</i>	CAR Part 1.	Different in character or other means of compliance	Visibility means the ability, as determined by atmospheric conditions and expressed in units of measurement, to see and identify prominent unlighted objects by day and prominent lighted objects by night.	



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Chapter 1 Reference  Definition	<b>Volcanic ash advisory centre (VAAC).</b> A meteorological centre designated by regional air navigation agreement to provide advisory information to meteorological watch offices, area control centres, flight information centres, world area forecast centres and international OPMET databanks regarding the lateral and vertical extent and forecast movement of volcanic ash in the atmosphere.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference  Definition	<b>VOLMET.</b> Meteorological information for aircraft in flight.  <i>Data link-VOLMET (D-VOLMET).</i> Provision of current aerodrome routine meteorological reports (METAR) and aerodrome special meteorological reports (SPECI), aerodrome forecasts (TAF), SIGMET, special air-reports not covered by a SIGMET and, where available, AIRMET via data link.  <i>VOLMET broadcast.</i> Provision, as appropriate, of current METAR, SPECI, TAF and SIGMET by means of continuous and repetitive voice broadcasts.	AIPNZ GEN 3.5, 7.	No Difference		
Chapter 1 Reference  Definition	<b>World area forecast centre (W AFC).</b> A meteorological centre designated to prepare and issue significant weather forecasts and upper-air forecasts in digital form on a global basis direct to States using the aeronautical fixed service Internet-based services.	CARs	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference  Definition	<b>World area forecast system (WAFS).</b> A worldwide system by which world area forecast centres provide aeronautical meteorological en-route forecasts in uniform standardized formats.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	



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Chapter 1 Reference 1.2  Standard	<p><b>1.2 Terms used with a limited meaning</b></p> <p>For the purpose of this Annex, the following terms are used with a limited meaning as indicated below:</p> <ul style="list-style-type: none"> <li>a) to avoid confusion in respect of the term “service” between the meteorological service considered as an administrative entity and the service which is provided, “meteorological authority” is used for the former and “service” for the latter;</li> <li>b) “provide” is used solely in connection with the provision of service;</li> <li>c) “issue” is used solely in connection with cases where the obligation specifically extends to sending out the information to a user;</li> <li>d) “make available” is used solely in connection with cases where the obligation ends with making the information accessible to a user; and</li> <li>e) “supply” is used solely in connection with cases where either c) or d) applies.</li> </ul>	CARs.	No Difference		



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Chapter 2 Reference 2.1.1  Standard	<p style="text-align: center;"><b>CHAPTER 2. GENERAL PROVISIONS</b></p> <p><i>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.</i></p> <p><i>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</i></p>	No specific reference.	Different in character or other means of compliance	This is one of the outcomes achieved in practice.	





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	<p><i>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.</i></p> <p><i>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.</i></p>				
<p>Chapter 2 Reference 2.1.2  Standard</p>	<p>2.1.2 This objective shall be achieved by supplying the following users: operators, flight crew members, air traffic services units, search and rescue services units, airport managements and others concerned with the conduct or development of international air navigation, with the meteorological information necessary for the performance of their respective functions.</p>	<p>AIPNZ GEN 3.5, 4.2.</p>	<p>No Difference</p>		
<p>Chapter 2 Reference 2.1.3  Standard</p>	<p>2.1.3 Each Contracting State shall determine the meteorological service which it will provide to meet the needs of international air navigation. This determination shall be made in accordance with the provisions of this Annex and in accordance with regional air navigation agreement; it shall include the determination of the meteorological service to be provided for international air navigation over international waters and other areas which lie outside the territory of the State concerned.</p>	<p>AIPNZ GEN 3.5, 4.2.</p>	<p>No Difference</p>		



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Chapter 2 Reference 2.1.4  Standard	<p>2.1.4 Each Contracting State shall designate the authority, hereinafter referred to as the meteorological authority, to provide or to arrange for the provision of meteorological service for international air navigation on its behalf. Details of the meteorological authority so designated shall be included in the State aeronautical information publication, in accordance with Annex 15, Chapter 5.</p> <p><i>Note.— Detailed specifications concerning presentation and contents of the aeronautical information publication is provided in the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066), Appendix 2.</i></p>	AIPNZ GEN 3.5, 1.1.	No Difference		
Chapter 2 Reference 2.1.5  Standard	<p>2.1.5 Each Contracting State shall ensure that the designated meteorological authority complies with the requirements of the World Meteorological Organization (WMO) in respect of qualifications, competencies, education and training of meteorological personnel providing service for international air navigation.</p> <p><i>Note.— Requirements concerning the qualifications, competencies, education and training of meteorological personnel in aeronautical meteorology are given in the Technical Regulations (WMO-No. 49), Volume I — General Meteorological Standards and Recommended Practices, Part V — Qualifications and Competencies of Personnel Involved in the Provision of Meteorological (Weather and Climate) and Hydrological Services, Part VI — Education and Training of Meteorological Personnel, and Appendix A — Basic Instruction Packages.</i></p>	CAR 174.51(b).	No Difference		



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Chapter 2 Reference 2.2.1  Standard	<b>2.2 Supply, use, quality management and interpretation of meteorological information</b>	AIPNZ GEN 3.5, 5.	No Difference		
Chapter 2 Reference 2.2.2  Standard	2.2.2 Each Contracting State shall ensure that the designated meteorological authority referred to in 2.1.4 establishes and implements a properly organized quality system comprising procedures, processes and resources necessary to provide for the quality management of the meteorological information to be supplied to the users listed in 2.1.2.	CAR 174.77.	No Difference		
Chapter 2 Reference 2.2.3  Recommendation	2.2.3 <b>Recommendation.</b> — <i>The quality system established in accordance with 2.2.2 should be in conformity with the International Organization for Standardization (ISO) 9000 series of quality assurance standards and should be certified by an approved organization.</i>  <i>Note.</i> — <i>The ISO 9000 series of quality assurance standards provide a basic framework for the development of a quality assurance programme. The details of a successful programme are to be formulated by each State and in most cases are unique to the State organization. Guidance on the establishment and implementation of quality management systems is given in the Guide to the Implementation of Quality Management Systems for National Meteorological and Hydrological Services and Other Relevant Service Providers (WMO-No. 1100).</i>	CAR 174.77;	No Difference	nil	nil



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Chapter 2 Reference 2.2.4  Recommendation	<p>2.2.4 <b>Recommendation.</b>— <i>The quality system should provide the users with assurance that the meteorological information supplied complies with the stated requirements in terms of the geographical and spatial coverage, format and content, time and frequency of issuance and period of validity, as well as the accuracy of measurements, observations and forecasts. When the quality system indicates that meteorological information to be supplied to the users does not comply with the stated requirements, and automatic error correction procedures are not appropriate, such information should not be supplied to the users unless it is validated with the originator.</i></p> <p><i>Note.</i>— <i>Requirements concerning the geographical and spatial coverage, format and content, time and frequency of issuance and period of validity of meteorological information to be supplied to aeronautical users are given in Chapters 3, 4, 6, 7, 8, 9 and 10 and Appendices 2, 3, 5, 6, 7, 8 and 9 of this Annex and the relevant regional air navigation plans. Guidance concerning the accuracy of measurement and observation, and accuracy of forecasts is given in Attachments A and B, respectively, to this Annex.</i></p>	CAR 174.77	No Difference		
Chapter 2 Reference 2.2.5  Recommendation	<p>2.2.5 <b>Recommendation.</b>— <i>In regard to the exchange of meteorological information for operational purposes, the quality system should include verification and validation procedures and resources for monitoring adherence to the prescribed transmission schedules for individual messages and/or bulletins required to be exchanged, and the times of their filing for transmission. The quality system should be capable of detecting excessive transit times of messages and bulletins received.</i></p> <p><i>Note.</i>— <i>Requirements concerning the exchange of operational meteorological information are given in Chapter 11 and Appendix 10 of this Annex.</i></p>	CAR 174.77	No Difference		



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Chapter 2 Reference 2.2.6  Standard	2.2.6 Demonstration of compliance of the quality system applied shall be by audit. If non-conformity of the system is identified, action shall be initiated to determine and correct the cause. All audit observations shall be evidenced and properly documented.	Memorandum of Understanding between MET Authority (CAANZ) and Service Provider (MetService).	No Difference		
Chapter 2 Reference 2.2.7  Standard	2.2.7 Owing to the variability of meteorological elements in space and time, to limitations of observing techniques and to limitations caused by the definitions of some of the elements, the specific value of any of the elements given in a report shall be understood by the recipient to be the best approximation of the actual conditions at the time of observation.  <i>Note.— Guidance on the operationally desirable accuracy of measurement or observation is given in Attachment A.</i>	Included in Memorandum of Understanding between MET Authority (CAANZ) and Service Provider (MetService).	No Difference		
Chapter 2 Reference 2.2.8  Standard	2.2.8 Owing to the variability of meteorological elements in space and time, to limitations of forecasting techniques and to limitations caused by the definitions of some of the elements, the specific value of any of the elements given in a forecast shall be understood by the recipient to be the most probable value which the element is likely to assume during the period of the forecast. Similarly, when the time of occurrence or change of an element is given in a forecast, this time shall be understood to be the most probable time.  <i>Note.— Guidance on the operationally desirable accuracy of forecasts is given in Attachment B.</i>	Included in Memorandum of Understanding between MET Authority (CAANZ) and Service Provider (MetService).	No Difference		



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Chapter 2 Reference 2.2.9  Standard	<p>2.2.9 The meteorological information supplied to the users listed in 2.1.2 shall be consistent with Human Factors principles and shall be in forms which require a minimum of interpretation by these users, as specified in the following chapters.</p> <p><i>Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).</i></p>	CARs.	No Difference		Not specifically prescribed in CARs, but is current practice.
Chapter 2 Reference 2.2.10  Recommendation	<p>2.2.10 <b>Recommendation.</b>— <i>Contracting States should ensure that the meteorological information supplied to the users listed in 2.1.2 is provided through information services.</i></p> <p><i>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.</i></p> <p><i>Note 2.— Procedures on information services are contained in the Procedures for Air Navigation Services — Information Management (PANS-IM, Doc 10199).</i></p> <p><i>Note 3.— Guidance material on information services can be found in the Manual on System-wide Information Management Implementation (Doc 10203).</i></p>	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.
Chapter 2 Reference 2.3.1  Standard	<p><b>2.3 Notifications required from operators</b></p>	AIPNZ GEN 3.5, 5.	No Difference		



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Chapter 2 Reference 2.3.2  Standard	<p>2.3.2 The meteorological authority shall be notified by the operator requiring service when:</p> <p>a) new routes or new types of operations are planned;</p> <p>b) changes of a lasting character are to be made in scheduled operations; and</p> <p>c) other changes, affecting the provision of meteorological service, are planned.</p> <p>Such information shall contain all details necessary for the planning of appropriate arrangements by the meteorological authority.</p>	AIPNZ GEN 3.5, 5.	No Difference		
Chapter 2 Reference 2.3.3  Standard	<p>2.3.3 The operator or a flight crew member shall ensure that, where required by the meteorological authority in consultation with users, the aerodrome meteorological office concerned is notified:</p> <p>a) of flight schedules;</p> <p>b) when non-scheduled flights are to be operated; and</p> <p>c) when flights are delayed, advanced or cancelled.</p>	AIPNZ GEN 3.5, 5.	No Difference		



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<p>Chapter 2 Reference 2.3.4  Recommendation</p>	<p>2.3.4 <b>Recommendation.</b>— <i>The notification to the aerodrome meteorological office of individual flights should contain the following information except that, in the case of scheduled flights, the requirement for some or all of this information may be waived as agreed between the aerodrome meteorological office and the operator concerned:</i></p> <ul style="list-style-type: none"> <li>a) <i>aerodrome of departure and estimated time of departure;</i></li> <li>b) <i>destination and estimated time of arrival;</i></li> <li>c) <i>route to be flown and estimated times of arrival at, and departure from, any intermediate aerodrome(s);</i></li> <li>d) <i>alternate aerodromes needed to complete the operational flight plan and taken from the relevant list contained in the regional air navigation plan;</i></li> <li>e) <i>cruising level;</i></li> <li>f) <i>type of flight, whether under visual or instrument flight rules;</i></li> <li>g) <i>type of meteorological information requested for a flight crew member, whether flight documentation and/or briefing or consultation; and</i></li> <li>h) <i>time(s) at which briefing, consultation and/or flight documentation are required.</i></li> </ul>	<p>AIPNZ GEN 3.5, 5.</p>	<p>No Difference</p>		





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Chapter 3 Reference 3.1  Standard	<p align="center"><b>CHAPTER 3. GLOBAL SYSTEMS, SUPPORTING CENTRES AND METEOROLOGICAL OFFICES</b></p> <p align="center"><i>Note.— Technical specifications and detailed criteria related to this chapter are given in Appendix 2.</i></p>	Included in Memorandum of Understanding between MET Authority (CAANZ) and Service Provider (MetService).	No Difference		
Chapter 3 Reference 3.2.1  Standard	<p align="center"><b>3.2 World area forecast centres</b></p>		Not Applicable		
Chapter 3 Reference 3.2.2  Standard	<p>3.2.2 In case of interruption of the operation of a WAFC, its functions shall be carried out by the other WAFC.</p> <p><i>Note.— Back-up procedures to be used in case of interruption of the operation of a WAFC are updated by the Meteorology Panel (METP) as necessary; the latest revision can be found on the ICAO METP website.</i></p>		Not Applicable		



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Chapter 3 Reference 3.3.1  Standard	3.3 Aerodrome meteorological offices	Included in Memorandum of Understanding between MET Authority (CAANZ) and Service Provider (MetService).	No Difference		



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<p>Chapter 3 Reference 3.3.2  Standard</p>	<p>3.3.2 An aerodrome meteorological office shall carry out all or some of the following functions as necessary to meet the needs of flight operations at the aerodrome:</p> <ul style="list-style-type: none"> <li>a) prepare and/or obtain forecasts and other relevant information for flights with which it is concerned; the extent of its responsibilities to prepare forecasts shall be related to the local availability and use of en-route and aerodrome forecast material received from other offices;</li> <li>b) prepare and/or obtain forecasts of local meteorological conditions;</li> <li>c) maintain a continuous survey of meteorological conditions over the aerodromes for which it is designated to prepare forecasts;</li> <li>d) provide briefing, consultation and flight documentation to flight crew members and/or other flight operations personnel;</li> <li>e) supply other meteorological information to aeronautical users;</li> <li>f) display the available meteorological information;</li> <li>g) exchange meteorological information with other aerodrome meteorological offices; and</li> <li>h) supply information received on pre-eruption volcanic activity, a volcanic eruption or volcanic ash cloud, to its associated air traffic services unit, aeronautical information service unit and meteorological watch office (MWO) as agreed between the meteorological, aeronautical information service and ATS authorities concerned.</li> </ul>	<p>Included in Memorandum of Understanding between MET Authority (CAANZ) and Service Provider (MetService).</p>	<p>No Difference</p>		



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Chapter 3 Reference 3.3.3  Standard	3.3.3 The aerodromes for which landing forecasts are required shall be determined by regional air navigation agreement.	APAC eANP Table MET II-2; see also AIPNZ GEN 3.5, Table GEN 3.5-2.	No Difference		Also as per CAANZ/MetService Memorandum of Understanding.
Chapter 3 Reference 3.3.4  Standard	3.3.4 For an aerodrome without an aerodrome meteorological office located at the aerodrome:  a) the meteorological authority concerned shall designate one or more aerodrome meteorological office(s) to supply meteorological information as required; and  b) the competent authorities shall establish means by which such information can be supplied to the aerodromes concerned.	AIPNZ GEN 3.5.	No Difference		
Chapter 3 Reference 3.4.1  Standard	<b>3.4 Meteorological watch offices</b>	Included in Memorandum of Understanding between MET Authority (CAANZ) and Service Provider (MetService)	No Difference		



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<p>Chapter 3 Reference 3.4.2  Standard</p>	<p>3.4.2 An MWO shall:</p> <ul style="list-style-type: none"> <li>a) maintain continuous watch over meteorological conditions affecting flight operations within its area of responsibility;</li> <li>b) prepare SIGMET and other information relating to its area of responsibility;</li> <li>c) supply SIGMET information and, as required, other meteorological information to associated air traffic services units;</li> <li>d) disseminate SIGMET information;</li> <li>e) when required by regional air navigation agreement, in accordance with 7.2.1:                             <ul style="list-style-type: none"> <li>1) prepare AIRMET information related to its area of responsibility;</li> <li>2) supply AIRMET information to associated air traffic services units; and</li> <li>3) disseminate AIRMET information;</li> </ul> </li> <li>f) supply information received on pre-eruption volcanic activity, a volcanic eruption and volcanic ash cloud for which a SIGMET has not already been issued, to its associated area control centre (ACC)/flight information centre (FIC), as agreed between the meteorological and ATS authorities concerned, and to its associated VAAC as determined by regional air navigation agreement; and</li> <li>g) supply information received concerning the release of radioactive materials into the atmosphere, in the</li> </ul>	<p>Included in Memorandum of Understanding between MET Authority (CAANZ) and Service Provider (MetService)</p>	<p>No Difference</p>		<p>Note: e) is not required in Regional Air Navigation Plan for in New Zealand.</p>



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	<p>area for which it maintains watch or adjacent areas, to its associated ACC/FIC, as agreed between the meteorological and ATS authorities concerned, and to aeronautical information service units, as agreed between the meteorological and appropriate civil aviation authorities concerned. The information shall comprise location, date and time of the release, and forecast trajectories of the radioactive materials.</p> <p><i>Note.— The information is provided by RSMCs for the provision of transport model products for radiological environmental emergency response, at the request of the delegated authority of the State in which the radioactive material was released into the atmosphere, or the International Atomic Energy Agency (IAEA). The information is sent by the RSMC to a single contact point of the national meteorological service in each State. This contact point has the responsibility of redistributing the RSMC products within the State concerned. Furthermore, the information is provided by IAEA to RSMC co-located with VAAC London (designated as the focal point) which in turn notifies the ACCs/FICs concerned about the release.</i></p>				
<p>Chapter 3 Reference 3.4.3  Recommendation</p>	<p>3.4.3 <b>Recommendation.</b>— <i>The boundaries of the area over which meteorological watch is to be maintained by an MWO should be coincident with the boundaries of an FIR or a CTA or a combination of FIRs and/or CTAs.</i></p>	<p>Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService)</p>	<p>No Difference</p>		



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Chapter 3 Reference 3.4.4  Recommendation	<p>3.4.4 <b>Recommendation.</b>— <i>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.</i></p> <p><i>Note.</i>— <i>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).</i></p>	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.	
Chapter 3 Reference 3.5.1  Standard	<b>3.5 Volcanic ash advisory centres</b>	Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService); APAC eANP, Vol I, Part V, section 2.	No Difference		
Chapter 3 Reference 3.5.2  Standard	3.5.2 VAACs shall maintain a 24-hour watch.	Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService)	No Difference		
Chapter 3 Reference 3.5.3  Standard	<p>3.5.3 In case of interruption of the operation of a VAAC, its functions shall be carried out by another VAAC or another meteorological centre, as designated by the VAAC Provider State concerned.</p> <p><i>Note.</i>— <i>Back-up procedures to be used in case of interruption of the operation of a VAAC are included in Doc 9766.</i></p>	Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService)	No Difference		



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<p>Chapter 3 Reference 3.6  Standard</p>	<p style="text-align: center;"><b>3.6 State volcano observatories</b></p> <p>Contracting States with active or potentially active volcanoes shall arrange that State volcano observatories monitor these volcanoes and when observing:</p> <ul style="list-style-type: none"> <li>a) significant pre-eruption volcanic activity, or a cessation thereof;</li> <li>b) a volcanic eruption, or a cessation thereof; and/or</li> <li>c) volcanic ash in the atmosphere</li> </ul> <p>shall send this information as quickly as practicable to their associated ACC/FIC, MWO and VAAC.</p> <p><i>Note 1.— Pre-eruption volcanic activity in this context means unusual and/or increasing volcanic activity which could presage a volcanic eruption.</i></p> <p><i>Note 2.— Doc 9766 contains guidance material about active or potentially active volcanoes.</i></p>	<p>APAC eANP, Vol I, Part V, section 2.</p>	<p>No Difference</p>		





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<p>Chapter 3 Reference 3.7  Standard</p>	<p><b>3.7 Tropical cyclone advisory centres</b></p> <p>A Contracting State having accepted the responsibility for providing a tropical cyclone advisory centre (TCAC) shall arrange for that centre to:</p> <ul style="list-style-type: none"> <li>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;</li> <li>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: <ul style="list-style-type: none"> <li>1) MWOs in its area of responsibility;</li> <li>2) other TCACs whose areas of responsibility may be affected; and</li> <li>3) WAFCs, international OPMET databanks, and centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services; and</li> </ul> </li> <li>c) issue updated advisory information to MWOs for each tropical cyclone, as necessary, but at least every six hours.</li> </ul>	<p>WMO-1181 / TCP-24</p>	<p>Different in character or other means of compliance</p>	<p>nil</p>	<p>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</p>



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Chapter 3 Reference 3.8.1  Standard	3.8 Space weather centres		Not Applicable		New Zealand is not a Space Weather Centre Provider, but will access the relevant information as required and make it available to users.
Chapter 3 Reference 3.8.2  Standard	3.8.2 SWXC shall maintain a 24-hour watch.		Not Applicable		
Chapter 3 Reference 3.8.3  Standard	<p>3.8.3 In case of interruption of the operation of a SWXC, its functions shall be carried out by another SWXC or another centre, as designated by the SWXC Provider State concerned.</p> <p><i>Note.— Guidance on the provision of space weather advisory information, including the ICAO-designated provider(s) of space weather advisory information, is provided in the Manual on Space Weather Information in Support of International Air Navigation (Doc 10100).</i></p>		Not Applicable		



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Chapter 4 Reference 4.1.1  Standard	<p align="center"><b>CHAPTER 4. METEOROLOGICAL OBSERVATIONS AND REPORTS</b></p> <p align="center"><i>Note.— Technical specifications and detailed criteria related to this chapter are given in Appendix 3.</i></p>	AIPNZ GEN 3.5, Table GEN 3.5-3.	No Difference		
Chapter 4 Reference 4.1.2  Recommendation	<p>4.1.2 <b>Recommendation.</b>— <i>Each Contracting State should establish, or arrange for the establishment of, aeronautical meteorological stations on offshore structures or at other points of significance in support of helicopter operations to offshore structures, if required by regional air navigation agreement.</i></p>		Not Applicable		Not required by regional air navigation agreement.
Chapter 4 Reference 4.1.3  Standard	<p>4.1.3 Aeronautical meteorological stations shall make routine observations at fixed intervals. At aerodromes, the routine observations shall be supplemented by special observations whenever specified changes occur in respect of surface wind, visibility, runway visual range, present weather, clouds and/or air temperature.</p>	AIPNZ GEN 3.5, 3.5	No Difference		



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Chapter 4 Reference 4.1.4  Standard	<p>4.1.4 Each Contracting State shall arrange for its aeronautical meteorological stations to be inspected at sufficiently frequent intervals to ensure that a high standard of observation is maintained, that instruments and all their indicators are functioning correctly, and that the exposure of the instruments has not changed significantly.</p> <p><i>Note.— Guidance on the inspection of aeronautical meteorological stations including the frequency of inspections is given in the Manual on Automatic Meteorological Observing Systems at Aerodromes (Doc 9837).</i></p>	CAR 174.65.	No Difference		
Chapter 4 Reference 4.1.5  Standard	<p>4.1.5 At aerodromes with runways intended for Category II and III instrument approach and landing operations, automated equipment for measuring or assessing, as appropriate, and for monitoring and remote indicating of surface wind, visibility, runway visual range, height of cloud base, air and dew-point temperatures and atmospheric pressure shall be installed to support approach and landing and take-off operations. These devices shall be integrated automatic systems for acquisition, processing, dissemination and display in real time of the meteorological parameters affecting landing and take-off operations. The design of integrated automatic systems shall observe Human Factors principles and include back-up procedures.</p> <p><i>Note 1.— Categories of precision approach and landing operations are defined in Annex 6, Part I.</i></p> <p><i>Note 2.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).</i></p>	AIPNZ GEN 3.5, Table GEN 3.5-3.	No Difference		Runway visual range is reported at Auckland (NZAA) and Christchurch (NZCH) only.



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Chapter 4 Reference 4.1.6  Recommendation	4.1.6 <b>Recommendation.</b> — <i>At aerodromes with runways intended for Category I instrument approach and landing operations, automated equipment for measuring or assessing, as appropriate, and for monitoring and remote indicating of surface wind, visibility, runway visual range, height of cloud base, air and dew-point temperatures and atmospheric pressure should be installed to support approach and landing and take-off operations. These devices should be integrated automatic systems for acquisition, processing, dissemination and display in real time of the meteorological parameters affecting landing and take-off operations. The design of integrated automatic systems should observe Human Factors principles and include back-up procedures.</i>	AIPNZ Tables GEN 3.5-1 and 3.5-3.	No Difference		Runway visual range is reported at Auckland (NZAA) and Christchurch (NZCH) only.
Chapter 4 Reference 4.1.7  Recommendation	4.1.7 <b>Recommendation.</b> — <i>Where an integrated semi-automatic system is used for the dissemination/display of meteorological information, it should be capable of accepting the manual insertion of data covering those meteorological elements which cannot be observed by automatic means.</i>	Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService)	No Difference		
Chapter 4 Reference 4.1.8  Standard	4.1.8 The observations shall form the basis for the preparation of reports to be disseminated at the aerodrome of origin and of reports to be disseminated beyond the aerodrome of origin.	AIPNZ Table GEN 3.5-2.	No Difference		
Chapter 4 Reference 4.2.1  Recommendation	<b>4.2 Agreement between meteorological authorities and air traffic services authorities</b>	CAR 172.67(3); Agreement between meteorological service and air traffic service providers.	No Difference		Limited ground weather radar information is available.



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Chapter 4 Reference 4.3.1  Standard	<b>4.3 Routine observations and reports</b>	AIPNZ GEN 3.5, 3 and Table GEN 3.5-2.	No Difference		
Chapter 4 Reference 4.3.2  Standard	<p>4.3.2 Reports of routine observations shall be issued as:</p> <p>a) local routine reports, only for dissemination at the aerodrome of origin (intended for arriving and departing aircraft); and</p> <p>b) METAR for dissemination beyond the aerodrome of origin (mainly intended for flight planning, VOLMET broadcasts and D-VOLMET).</p> <p><i>Note.— Meteorological information used in ATIS (voice-ATIS and D-ATIS) is to be extracted from the local routine report, in accordance with Annex 11, 4.3.6.1 g).</i></p>	AIPNZ GEN 3.8 Table GEN 3.5-2.	No Difference		
Chapter 4 Reference 4.3.3  Standard	4.3.3 At aerodromes that are not operational throughout 24 hours in accordance with 4.3.1, METAR shall be issued prior to the aerodrome resuming operations in accordance with regional air navigation agreement.	Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService); AIPNZ Table GEN 3.5-2.	No Difference		
Chapter 4 Reference 4.4.1  Standard	<b>4.4 Special observations and reports</b>	AIPNZ GEN 3.5, 3.5.	No Difference		



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Chapter 4 Reference 4.4.2  Standard	<p>4.4.2 Reports of special observations shall be issued as:</p> <p>a) local special reports, only for dissemination at the aerodrome of origin (intended for arriving and departing aircraft); and</p> <p>b) SPECI for dissemination beyond the aerodrome of origin (mainly intended for flight planning, VOLMET broadcasts and D-VOLMET) unless METAR are issued at half-hourly intervals.</p> <p><i>Note.— Meteorological information used in ATIS (voice-ATIS and D-ATIS) is to be extracted from the local special report, in accordance with Annex 11, 4.3.6.1 g).</i></p>	Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService); AIPNZ GEN 3.5, 3.5.	No Difference		
Chapter 4 Reference 4.4.3  Standard	<p>4.4.3 At aerodromes that are not operational throughout 24 hours in accordance with 4.3.1, following the resumption of the issuance of METAR, SPECI shall be issued, as necessary.</p>	AIPNZ GEN 3.5, 3.5.	No Difference		
Chapter 4 Reference 4.5.1  Standard	<p><b>4.5 Contents of reports</b></p>	AIPNZ GEN 3.5, 3.	No Difference		Note: QFE not applicable.



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Chapter 4 Reference 4.5.2  Recommendation	4.5.2 <b>Recommendation.</b> — <i>In addition to elements listed under 4.5.1 a) to k), local routine reports, local special reports, METAR and SPECI should contain supplementary information to be placed after element k).</i>	AIPNZ GEN 3.5, 3.	No Difference		
Chapter 4 Reference 4.5.3  Standard	4.5.3 Optional elements included under supplementary information shall be included in METAR and SPECI in accordance with regional air navigation agreement.	AIPNZ GEN 3.5, Table GEN 3.5-1.	No Difference		
Chapter 4 Reference 4.6.1.1  Standard	<b>4.6 Observing and reporting meteorological elements</b>	AIPNZ GEN 3.5, Table GEN 3.5-1.	No Difference		Note: wind speed in knots.
Chapter 4 Reference 4.6.1.2  Recommendation	4.6.1.2 <b>Recommendation.</b> — <i>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.</i>	AIPNZ GEN 3.5.	Less protective or partially implemented or not implemented	Not specifically required.	





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Chapter 4 Reference 4.6.1.3  Recommendation	4.6.1.3 <b>Recommendation.</b> — <i>For METAR and SPECI, the surface wind observations should be representative of conditions above the whole runway where there is only one runway and the whole runway complex where there is more than one runway.</i>	AIPNZ GEN 3.5.	No Difference		
Chapter 4 Reference 4.6.2.1  Standard	4.6.2 Visibility	AIPNZ GEN 3.5, Table GEN 3.5-1.	No Difference		
Chapter 4 Reference 4.6.2.2  Recommendation	4.6.2.2 <b>Recommendation.</b> — <i>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.</i>	AIPNZ GEN 3.5.	Less protective or partially implemented or not implemented	Not specifically required.	
Chapter 4 Reference 4.6.2.3  Recommendation	4.6.2.3 <b>Recommendation.</b> — <i>For METAR and SPECI, the visibility observations should be representative of the aerodrome.</i>	AIPNZ GEN 3.5, Table GEN 3.5-1.	No Difference		



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Chapter 4 Reference 4.6.3.1  Standard	4.6.3 Runway visual range  <i>Note.— Guidance on the subject of runway visual range is contained in the Manual of Runway Visual Range Observing and Reporting Practices (Doc 9328).</i>	AIPNZ GEN 3.5, Table GEN 3.5-1.	No Difference		Applicable only to Auckland (NZAA) and Christchurch (NZCH).
Chapter 4 Reference 4.6.3.2  Recommendation	4.6.3.2 <b>Recommendation.</b> — <i>Runway visual range as defined in Chapter 1 should be assessed on all runways intended for use during periods of reduced visibility, including:</i>  <i>a) precision approach runways intended for Category I instrument approach and landing operations; and</i>  <i>b) runways used for take-off and having high-intensity edge lights and/or centre line lights.</i>  <i>Note.— Precision approach runways are defined in Annex 14, Volume I, Chapter 1, under “Instrument runway”.</i>	AIPNZ GEN 3.5, Table GEN 3.5-1.	No Difference	Not provided on all CAT I runways except Auckland (NZAA) 05R and 23L.	Applicable only to Auckland (NZAA) and Christchurch (NZCH).
Chapter 4 Reference 4.6.3.3  Standard	4.6.3.3 The runway visual range, assessed in accordance with 4.6.3.1 and 4.6.3.2, shall be reported in metres throughout periods when either the visibility or the runway visual range is less than 1 500 m.	AIPNZ GEN 3.5, Table GEN 3.5-1.	No Difference		



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Chapter 4 Reference 4.6.3.4  Standard	<p>4.6.3.4 Runway visual range assessments shall be representative of:</p> <p>a) the touchdown zone of the runway intended for non-precision or Category I instrument approach and landing operations;</p> <p>b) the touchdown zone and the mid-point of the runway intended for Category II instrument approach and landing operations; and</p> <p>c) the touchdown zone, the mid-point and stop-end of the runway intended for Category III instrument approach and landing operations.</p>	AIPNZ GEN 3.5, Table GEN 3.5-1.	No Difference		
Chapter 4 Reference 4.6.3.5  Standard	<p>4.6.3.5 The units providing air traffic service and aeronautical information service for an aerodrome shall be kept informed without delay of changes in the serviceability status of the automated equipment used for assessing runway visual range.</p>	Local Unit Procedures.	No Difference		Applicable only to Auckland and Christchurch Towers.
Chapter 4 Reference 4.6.4.1  Standard	<p>4.6.4 Present weather</p>	AIPNZ GEN 3.5, Table GEN 3.5-4.	No Difference		



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Chapter 4 Reference 4.6.4.2  Recommendation	4.6.4.2 <b>Recommendation.</b> — <i>For local routine and special reports, the present weather information should be representative of conditions at the aerodrome.</i>	AIPNZ GEN 3.5.	Less protective or partially implemented or not implemented	Not specifically required.	
Chapter 4 Reference 4.6.4.3  Recommendation	4.6.4.3 <b>Recommendation.</b> — <i>For METAR and SPECI, the present weather information should be representative of conditions at the aerodrome and, for certain specified present weather phenomena, in its vicinity.</i>	AIPNZ GEN 3.5, Table GEN 3.5-4.	No Difference		
Chapter 4 Reference 4.6.5.1  Standard	4.6.5 Clouds	AIPNZ GEN 3.5, Table GEN 3.5-1.	No Difference		
Chapter 4 Reference 4.6.5.2  Recommendation	4.6.5.2 <b>Recommendation.</b> — <i>Cloud observations for local routine and special reports should be representative of the runway threshold(s) in use.</i>	AIPNZ GEN 3.5, Table GEN 3.5-1.	No Difference		
Chapter 4 Reference 4.6.5.3  Recommendation	4.6.5.3 <b>Recommendation.</b> — <i>Cloud observations for METAR and SPECI should be representative of the aerodrome and its vicinity.</i>	AIPNZ GEN 3.5, Table GEN 3.5-1.	No Difference		



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Chapter 4 Reference 4.6.6.1  Standard	4.6.6 Air temperature and dew-point temperature	AIPNZ GEN 3.5, Table GEN 3.5-1.	No Difference		
Chapter 4 Reference 4.6.6.2  Recommendation	4.6.6.2 <b>Recommendation.</b> — <i>Observations of air temperature and dew-point temperature for local routine reports, local special reports, METAR and SPECI should be representative of the whole runway complex.</i>	AIPNZ GEN 3.5.	No Difference		
Chapter 4 Reference 4.6.7  Standard	4.6.7 Atmospheric pressure  The atmospheric pressure shall be measured, and QNH and QFE values shall be computed and reported in hectopascals.	AIPNZ GEN 3.5, Table GEN 3.5-1.	No Difference		Note: QFE not applicable.
Chapter 4 Reference 4.6.8.1  Recommendation	4.6.8 Supplementary information	AIPNZ GEN 3.5, Table GEN 3.5-1.	No Difference		
Chapter 4 Reference 4.7.1  Recommendation	4.7 Reporting meteorological information from automatic observing systems	AIPNZ GEN 3.5, 3.5.1 and 3.5.2.	No Difference		



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Chapter 4 Reference 4.7.2  Recommendation	4.7.2 <b>Recommendation.</b> — <i>Local routine and special reports from automatic observing systems should be used by States in a position to do so during operational hours of the aerodrome as determined by the meteorological authority in consultation with users based on the availability and efficient use of personnel.</i>	AIPNZ GEN 3.5, 3.5.1 and 3.5.2.	No Difference		
Chapter 4 Reference 4.7.3  Standard	4.7.3 Local routine reports, local special reports, METAR and SPECI from automatic observing systems shall be identified with the word “AUTO”.	AIPNZ GEN 3.5, 3.6.	No Difference		
Chapter 4 Reference 4.8.1  Recommendation	<b>4.8 Observations and reports of volcanic activity</b>	AIPNZ GEN 3.5, 6.2.	No Difference		
Chapter 5 Reference 5.1  Standard	<b>CHAPTER 5. AIRCRAFT OBSERVATIONS AND REPORTS</b>  <i>Note.— Technical specifications and detailed criteria related to this chapter are given in Appendix 4.</i>	AIPNZ GEN 3.5, 6.	No Difference		



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Chapter 5 Reference 5.2  Standard	<p><b>5.2 Types of aircraft observations</b></p> <p>The following aircraft observations shall be made:</p> <p>a) routine aircraft observations during en-route and climb-out phases of the flight; and</p> <p>b) special and other non-routine aircraft observations during any phase of the flight.</p>	AIPNZ GEN 3.5, 6.1 and 6.2.	No Difference		Routine AMDAR reports are provided by suitably equipped aircraft.
Chapter 5 Reference 5.3.1  Recommendation	<p><b>5.3 Routine aircraft observations — designation</b></p>	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 5 Reference 5.3.2  Recommendation	<p><b>5.3.2 Recommendation.</b>— <i>For helicopter operations to and from aerodromes on offshore structures, routine observations should be made from helicopters at points and times as agreed between the meteorological authorities and the helicopter operators concerned.</i></p>		Not Applicable		Not specifically required.
Chapter 5 Reference 5.3.3  Standard	<p><b>5.3.3</b> In the case of air routes with high-density air traffic (e.g. organized tracks), an aircraft from among the aircraft operating at each flight level shall be designated, at approximately hourly intervals, to make routine observations in accordance with 5.3.1. The designation procedures shall be in accordance with regional air navigation agreement.</p>	AIPNZ GEN 3.5, 6.	No Difference		



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Chapter 5 Reference 5.3.4  Standard	5.3.4 In the case of the requirement to report during the climb-out phase, an aircraft shall be designated, at approximately hourly intervals, at each aerodrome to make routine observations in accordance with 5.3.1.	AIPNZ GEN 3.5, 6.	No Difference		Note: reports on climb-out normally made on request of ATS, or when unusual or unexpected conditions are encountered.
Chapter 5 Reference 5.4  Standard	<b>5.4 Routine aircraft observations — exemptions</b>  Aircraft not equipped with air-ground data link shall be exempted from making routine aircraft observations.	AIPNZ ENR 1.1, 4.	No Difference		





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Chapter 5 Reference 5.5  Standard	<p style="text-align: center;"><b>5.5 Special aircraft observations</b></p> <p>Special observations shall be made by all aircraft whenever the following conditions are encountered or observed:</p> <ul style="list-style-type: none"> <li>a) moderate or severe turbulence; or</li> <li>b) moderate or severe icing; or</li> <li>c) severe mountain wave; or</li> <li>d) thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines; or</li> <li>e) thunderstorms, with hail, that are obscured, embedded, widespread or in squall lines; or</li> <li>f) heavy duststorm or heavy sandstorm; or</li> <li>g) volcanic ash cloud; or</li> <li>h) pre-eruption volcanic activity or a volcanic eruption; or</li> </ul> <p style="text-align: center;"><i>Note.— Pre-eruption volcanic activity in this context means unusual and/or increasing volcanic activity which could presage a volcanic eruption.</i></p> <ul style="list-style-type: none"> <li>i) runway braking action encountered is not as good as reported.</li> </ul>	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 5 Reference 5.6  Standard	<p align="center"><b>5.6 Other non-routine aircraft observations</b></p> <p>When other meteorological conditions not listed under 5.5, e.g. wind shear, are encountered and which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other aircraft operations, the pilot-in-command shall advise the appropriate air traffic services unit as soon as practicable.</p> <p><i>Note.— Icing, turbulence and, to a large extent, wind shear are elements which, for the time being, cannot be satisfactorily observed from the ground and for which in most cases aircraft observations represent the only available evidence.</i></p>	AIPNZ GEN 3.5, 6.3.4.	No Difference		
Chapter 5 Reference 5.7.1  Standard	<p align="center"><b>5.7 Reporting of aircraft observations during flight</b></p>	AIPNZ GEN 3.5, 6, ENR 1.1, 4.	No Difference		
Chapter 5 Reference 5.7.2  Standard	<p>5.7.2 Aircraft observations shall be reported during flight at the time the observation is made or as soon thereafter as is practicable.</p>	AIPNZ GEN 3.5, 6.	No Difference		



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Chapter 5 Reference 5.7.3  Standard	5.7.3 Aircraft observations shall be reported as air-reports.	AIPNZ GEN 3.5, 6.1.	No Difference		
Chapter 5 Reference 5.8  Standard	<p><b>5.8 Relay of air-reports by air traffic services units</b></p> <p>The meteorological authority concerned shall make arrangements with the appropriate ATS authority to ensure that, on receipt by the air traffic services units of:</p> <ul style="list-style-type: none"> <li>a) special air-reports by voice communications, the air traffic services units relay them without delay to their associated meteorological watch office; and</li> <li>b) routine and special air-reports by data link communications, the air traffic services units relay them without delay to their associated meteorological watch office, the WAFCs and the centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services.</li> </ul>	Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService)	No Difference		



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Chapter 5 Reference 5.9  Standard	<p><b>5.9 Recording and post-flight reporting of aircraft observations of volcanic activity</b></p> <p>Special aircraft observations of pre-eruption volcanic activity, a volcanic eruption or volcanic ash cloud shall be recorded on the special air-report of volcanic activity form. A copy of the form shall be included with the flight documentation provided to flights operating on routes which, in the opinion of the meteorological authority concerned, could be affected by volcanic ash clouds.</p>	AIPNZ GEN 3.5, 6.3.7 and 6.3.8.	No Difference		CAA Form CA010 Volcanic Activity Report form is available from the Civil Aviation Authority website, <a href="http://www.aviation.govt.nz">www.aviation.govt.nz</a> .
Chapter 6 Reference 6.1  Standard	<p><b>CHAPTER 6. FORECASTS</b></p> <p><i>Note.— Technical specifications and detailed criteria related to this chapter are given in Appendix 5.</i></p>	AIPNZ GEN 3.5, 4.5.	No Difference		Inherent in the stated validity times.
Chapter 6 Reference 6.2.1  Standard	<p><b>6.2 Aerodrome forecasts</b></p>	AIPNZ GEN 3.5, 1.2.3 and Table GEN 3.5-3.	No Difference		In accordance with APAC e-ANP.



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Chapter 6 Reference 6.2.2  Standard	6.2.2 An aerodrome forecast shall be issued at a specified time not earlier than one hour prior to the beginning of its validity period and consist of a concise statement of the expected meteorological conditions at an aerodrome for a specified period.	AIPNZ GEN 3.5, 4.5.	No Difference		



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<p>Chapter 6 Reference 6.2.3  Standard</p>	<p>6.2.3 Aerodrome forecasts and amendments thereto shall be issued as TAF and include the following information in the order indicated:</p> <ul style="list-style-type: none"> <li>a) identification of the type of forecast;</li> <li>b) location indicator;</li> <li>c) time of issue of forecast;</li> <li>d) identification of a missing forecast, when applicable;</li> <li>e) date and period of validity of forecast;</li> <li>f) identification of a cancelled forecast, when applicable;</li> <li>g) surface wind;</li> <li>h) visibility;</li> <li>i) weather;</li> <li>j) cloud; and</li> <li>k) expected significant changes to one or more of these elements during the period of validity.</li> </ul> <p>Optional elements shall be included in TAF in accordance with regional air navigation agreement.</p> <p><i>Note.— The visibility included in TAF refers to the forecast prevailing visibility.</i></p>	<p>AIPNZ GEN 3.5, 4.5.</p>	<p>No Difference</p>		



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Chapter 6 Reference 6.2.4  Standard	<p>6.2.4 Aerodrome meteorological offices preparing TAF shall keep the forecasts under continuous review and, when necessary, shall issue amendments promptly. The length of the forecast messages and the number of changes indicated in the forecast shall be kept to a minimum.</p> <p><i>Note.— Guidance on methods to keep TAF under continuous review is given in Chapter 3 of the Manual of Aeronautical Meteorological Practice (Doc 8896).</i></p>	AIPNZ GEN 3.5, 4.5.	No Difference		
Chapter 6 Reference 6.2.5  Standard	<p>6.2.5 TAF that cannot be kept under continuous review shall be cancelled.</p>	AIPNZ GEN 3.5, 4.5.	No Difference		
Chapter 6 Reference 6.2.6  Recommendation	<p>6.2.6 <b>Recommendation.</b>— <i>The period of validity of a routine TAF should be not less than 6 hours and not more than 30 hours; the period of validity should be determined by regional air navigation agreement. Routine TAF valid for less than 12 hours should be issued every 3 hours and those valid for 12 to 30 hours should be issued every 6 hours.</i></p>	AIPNZ GEN 3.5, 4.5.	No Difference		
Chapter 6 Reference 6.2.7  Standard	<p>6.2.7 When issuing TAF, aerodrome meteorological offices shall ensure that not more than one TAF is valid at an aerodrome at any given time.</p>	AIPNZ GEN 3.5, 4.5.4,	No Difference		TAF validity for international dissemination is 24 hours; TAF for NZAA, NZWN and NZCH are issued 6-hourly, each new issue cancelling the previous.



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Chapter 6 Reference 6.3.1  Standard	<b>6.3 Landing forecasts</b>	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	<b>6.4 Forecasts for take-off</b>	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 <b>Recommendation.</b> — <i>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.</i>	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 <b>Recommendation.</b> — <i>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.</i>	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 <b>Recommendation.</b> — <i>Aerodrome meteorological offices preparing forecasts for take-off should keep the forecasts under continuous review and, when necessary, should issue amendments promptly.</i>	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 6 Reference 6.5.1  Standard	<b>6.5 Area forecasts for low-level flights</b>	AIPNZ GEN 3.5, 4.4.	No Difference		GRAFOR (graphical aviation forecasts) and Graphical NZ SIGWX are low-level (surface - 10 000 feet) area forecasts available in graphical form for planning and use by registered IFR and VFR users.



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Chapter 6 Reference 6.5.2  Standard	6.5.2 When the density of traffic operating below flight level 100 warrants the issuance of AIRMET information in accordance with 7.2.1, area forecasts for such operations shall be prepared in a format as agreed between the meteorological authorities in the States concerned. When abbreviated plain language is used, the forecast shall be prepared as a GAMET area forecast, employing approved ICAO abbreviations and numerical values; when chart form is used, the forecast shall be prepared as a combination of forecasts of upper wind and upper-air temperature, and of SIGWX phenomena. The area forecasts shall be issued to cover the layer between the ground and flight level 100 (or up to flight level 150 in mountainous areas, or higher, where necessary) and shall contain information on en-route weather phenomena hazardous to low-level flights, in support of the issuance of AIRMET information, and additional information required by low-level flights.		Not Applicable		AIRMET and GAMET not implemented but local area forecasts (GRAFOR) and Graphical NZ SIGWX are provided for the NZCC FIR up to 10,000 ft.
Chapter 6 Reference 6.5.3  Standard	6.5.3 Area forecasts for low-level flights prepared in support of the issuance of AIRMET information shall be issued every 6 hours for a period of validity of 6 hours and transmitted to meteorological watch offices and/or aerodrome meteorological offices concerned not later than one hour prior to the beginning of their validity period.		Not Applicable		



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Chapter 7 Reference 7.1.1  Standard	<p style="text-align: center;"><b>CHAPTER 7. SIGMET AND AIRMET INFORMATION, AERODROME WARNINGS AND WIND SHEAR WARNINGS AND ALERTS</b></p> <p style="text-align: center;"><i>Note.— Technical specifications and detailed criteria related to this chapter are given in Appendix 6.</i></p>	AIPNZ GEN 3.5, 8.	No Difference		
Chapter 7 Reference 7.1.2  Standard	7.1.2 SIGMET information shall be cancelled when the phenomena are no longer occurring or are no longer expected to occur in the area.	AIPNZ GEN 3.5, 8.1.3.	No Difference		
Chapter 7 Reference 7.1.3  Standard	7.1.3 The period of validity of a SIGMET message shall be not more than 4 hours. In the special case of SIGMET messages for volcanic ash cloud and tropical cyclones, the period of validity shall be extended up to 6 hours.	AIPNZ GEN 3.5, Table GEN 3.5-6.	No Difference		



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Chapter 7 Reference 7.1.4  Recommendation	7.1.4 <b>Recommendation.</b> — <i>SIGMET messages concerning volcanic ash cloud and tropical cyclones should be based on advisory information provided by VAACs and TCACs, respectively, designated by regional air navigation agreement.</i>	APAC eANP Vol II, Table MET II-1.	No Difference		
Chapter 7 Reference 7.1.5  Standard	7.1.5 Close coordination shall be maintained between the meteorological watch office and the associated area control centre/flight information centre to ensure that information on volcanic ash included in SIGMET and NOTAM messages is consistent.	The New Zealand Volcanic Ash Advisory System.	No Difference		
Chapter 7 Reference 7.1.6  Standard	7.1.6 SIGMET messages shall be issued not more than 4 hours before the commencement of the period of validity. In the special case of SIGMET messages for volcanic ash cloud and tropical cyclones, these messages shall be issued as soon as practicable but not more than 12 hours before the commencement of the period of validity. SIGMET messages for volcanic ash and tropical cyclones shall be updated at least every 6 hours.	AIPNZ GEN 3.5, 8 and Table GEN 3.5-6.	No Difference		
Chapter 7 Reference 7.2.1  Standard	<b>7.2 AIRMET information</b>		Not Applicable		The density of air traffic operating below FL100 in New Zealand does not warrant the issue of AIRMET.



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Chapter 7 Reference 7.2.2  Standard	7.2.2 AIRMET information shall be cancelled when the phenomena are no longer occurring or are no longer expected to occur in the area.		Not Applicable		
Chapter 7 Reference 7.2.3  Standard	7.2.3 The period of validity of an AIRMET message shall be not more than 4 hours.		Not Applicable		
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.
Chapter 7 Reference 7.3.2  Recommendation	7.3.2 <b>Recommendation.</b> — <i>Aerodrome warnings should be cancelled when the conditions are no longer occurring and/or no longer expected to occur at the aerodrome.</i>		Not Applicable		



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Chapter 7 Reference 7.4.1  Standard	<p align="center"><b>7.4 Wind shear warnings and alerts</b></p> <p><i>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.</i></p>	AIPNZ GEN 3.5, 3.9.1.	Less protective or partially implemented or not implemented	Information about wind shear observed on the approach or takeoff paths is included, when appropriate, in METAR SPECI and ATIS. Information on the expected existence of wind shear and wind shear alerts are not provided.	
Chapter 7 Reference 7.4.2  Recommendation	<p>7.4.2 <b>Recommendation.</b>— <i>Wind shear warnings for arriving aircraft and/or departing aircraft should be cancelled when aircraft reports indicate that wind shear no longer exists or, alternatively, after an agreed elapsed time. The criteria for the cancellation of a wind shear warning should be defined locally for each aerodrome, as agreed between the meteorological authority, the appropriate ATS authority and the operators concerned.</i></p>	AIPNZ GEN 3.5, 3.9.1 and 6.3.4.	Less protective or partially implemented or not implemented	Information about wind shear observed on the approach or takeoff paths is included, when appropriate, in METAR and SPECI reports. Information on the expected existence of wind shear is not provided.	
Chapter 7 Reference 7.4.3  Standard	<p>7.4.3 At aerodromes where wind shear is detected by automated, ground-based, wind shear remote-sensing or detection equipment, wind shear alerts generated by these systems shall be issued. Wind shear alerts shall give concise, up-to-date information related to the observed existence of wind shear involving a headwind/tailwind change of 7.5 m/s (15 kt) or more which could adversely affect aircraft on the final approach path or initial take-off path and aircraft on the runway during the landing roll or take-off run.</p>		Not Applicable		No remote wind shear detection equipment in use in New Zealand.



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Chapter 7 Reference 7.4.4  Recommendation	7.4.4 <b>Recommendation.</b> — <i>Wind shear alerts should be updated at least every minute. The wind shear alert should be cancelled as soon as the headwind/tailwind change falls below 7.5 m/s (15 kt).</i>		Not Applicable		Wind shear alerts are not provided in New Zealand.
Chapter 8 Reference 8.1.1  Standard	<b>CHAPTER 8. AERONAUTICAL CLIMATOLOGICAL INFORMATION</b>  <i>Note.— Technical specifications and detailed criteria related to this chapter are given in Appendix 7.</i>	CAR Part 174; AIPNZ GEN 3.5, 1.2.4 (f).	No Difference		Available on request.
Chapter 8 Reference 8.1.2  Recommendation	8.1.2 <b>Recommendation.</b> — <i>Aeronautical climatological information should normally be based on observations made over a period of at least five years and the period should be indicated in the information supplied.</i>	CAR Part 174; AIPNZ GEN 3.5, 1.2.4 (f).	No Difference		



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Chapter 8 Reference 8.1.3  Recommendation	8.1.3 <b>Recommendation.</b> — <i>Climatological data related to sites for new aerodromes and to additional runways at existing aerodromes should be collected starting as early as possible before the commissioning of those aerodromes or runways.</i>	CAR Part 174; AIPNZ GEN 3.5, 1.2.4 (f).	No Difference		Note: climatology data for a location that is not currently an aerodrome may be available from NIWA, www.niwa.co.nz.
Chapter 8 Reference 8.2.1  Recommendation	<b>8.2 Aerodrome climatological tables</b>	CAR 174.59(a); AIPNZ GEN 3.5, 1.2.4 (f).	No Difference		
Chapter 8 Reference 8.3.1  Recommendation	<b>8.3 Aerodrome climatological summaries</b>	CAR 174.59(a); AIPNZ GEN 3.5, 1.2.4 (f).	No Difference		
Chapter 8 Reference 8.4  Standard	<b>8.4 Copies of meteorological observational data</b>  Each meteorological authority, on request and to the extent practicable, shall make available to any other meteorological authority, to operators and to others concerned with the application of meteorology to international air navigation, meteorological observational data required for research, investigation or operational analysis.	CAR 174.59(a).	No Difference		Information is available on request.





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Chapter 9 Reference 9.1.1  Standard	<p style="text-align: center;"><b>CHAPTER 9. SERVICE FOR OPERATORS AND FLIGHT CREW MEMBERS</b></p> <p style="text-align: center;"><i>Note.— Technical specifications and detailed criteria related to this chapter are given in Appendix 8.</i></p>	Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService); AIPNZ GEN 3.5, 4.8 and 4.9.	No Difference		
Chapter 9 Reference 9.1.2  Standard	9.1.2 Meteorological information supplied to operators and flight crew members shall cover the flight in respect of time, altitude and geographical extent. Accordingly, the information shall relate to appropriate fixed times, or periods of time, and shall extend to the aerodrome of intended landing, also covering the meteorological conditions expected between the aerodrome of intended landing and alternate aerodromes designated by the operator.	Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService); AIPNZ GEN 3.5, 4.	No Difference		



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<p>Chapter 9 Reference 9.1.3  Standard</p>	<p>9.1.3 Meteorological information supplied to operators and flight crew members shall be up to date and include the following information, as agreed between the meteorological authority and the operators concerned:</p> <p>a) forecasts of:</p> <ol style="list-style-type: none"> <li>1) upper wind and upper-air temperature;</li> <li>2) upper-air humidity;</li> <li>3) geopotential altitude of flight levels;</li> <li>4) flight level and temperature of tropopause;</li> <li>5) direction, speed and flight level of maximum wind;</li> <li>6) SIGWX phenomena; and</li> <li>7) cumulonimbus clouds, icing and turbulence;</li> </ol> <p><i>Note 1.— Forecasts of upper-air humidity and geopotential altitude of flight levels are used only in automatic flight planning and need not be displayed.</i></p> <p><i>Note 2.— Forecasts of cumulonimbus clouds, icing and turbulence are intended to be processed and, if necessary, visualized according to the specific thresholds relevant to user operations.</i></p> <p>b) METAR or SPECI (including trend forecasts as issued in accordance with regional air navigation agreement) for the aerodromes of departure and intended landing, and for take-off, en-route and destination alternate aerodromes;</p>	<p>Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService). AIPNZ GEN 3.5, 4.</p>	<p>No Difference</p>	<p>.</p>	<p>g) GAMET/AIRMET information not provided (not applicable in NZ). GRAFOR (graphical aviation forecasts) and Graphical NZ SIGWX are available in graphical form for planning and use by registered IFR and VFR users. h) Aerodrome warnings are not provided. j) provided if available (limited availability) .</p>



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	<p>c) TAF or amended TAF for the aerodromes of departure and intended landing, and for take-off, en-route and destination alternate aerodromes;</p> <p>d) forecasts for take-off;</p> <p>e) SIGMET information and appropriate special air-reports relevant to the whole route;</p> <p><i>Note.— Appropriate special air-reports will be those not already used in the preparation of SIGMET.</i></p> <p>f) volcanic ash and tropical cyclone advisory information relevant to the whole route;</p> <p>g) as determined by regional air navigation agreement, GAMET area forecasts and/or area forecasts for low-level flights in chart form prepared in support of the issuance of AIRMET information, and AIRMET information for low-level flights relevant to the whole route;</p> <p>h) aerodrome warnings for the local aerodrome;</p> <p>i) meteorological satellite images;</p> <p>j) ground-based weather radar information; and</p> <p>k) space weather advisory information relevant to the whole route.</p>				



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Chapter 9 Reference 9.1.4  Standard	9.1.4 Forecasts listed under 9.1.3 a) shall be generated from the digital forecasts provided by the WAFCS whenever these forecasts cover the intended flight path in respect of time, altitude and geographical extent, unless otherwise agreed between the meteorological authority and the operator concerned.	Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService)	No Difference		
Chapter 9 Reference 9.1.5  Standard	9.1.5 When forecasts are identified as being originated by the WAFCS, no modifications shall be made to their meteorological content.	MetService operational procedures.	No Difference		
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.	
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.	



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Chapter 9 Reference 9.1.8  Standard	9.1.8 The forecasts of upper wind and upper-air temperature and of SIGWX phenomena above flight level 100 requested for pre-flight planning and in-flight replanning by the operator shall be supplied as soon as they become available, but not later than 3 hours before departure. Other meteorological information requested for pre-flight planning and in-flight replanning by the operator shall be supplied as soon as is practicable.	Included in Memorandum of Understanding agreement between MET Authority (CAANZ) and Service Provider (MetService)	No Difference		
Chapter 9 Reference 9.1.9  Standard	9.1.9 When necessary, the meteorological authority of the State providing service for operators and flight crew members shall initiate coordinating action with the meteorological authorities of other States with a view to obtaining from them the reports and/or forecasts required.	Regional Operational Meteorological Bulletin Exchange (ROBEX) Scheme.	No Difference		
Chapter 9 Reference 9.1.10  Standard	9.1.10 Meteorological information shall be supplied to operators and flight crew members at the location to be determined by the meteorological authority, after consultation with the operators concerned and at the time agreed between the aerodrome meteorological office and the operator concerned. The service for pre-flight planning shall be confined to flights originating within the territory of the State concerned. At an aerodrome without an aerodrome meteorological office at the aerodrome, arrangements for the supply of meteorological information shall be as agreed between the meteorological authority and the operator concerned.	AIPNZ GEN 3.5, 4.8.	No Difference		



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Chapter 9 Reference 9.2.1  Standard	<p><b>9.2 Briefing, consultation and display</b></p> <p><i>Note.— The requirements for the use of automated pre-flight information systems in providing briefing, consultation and display are given in 9.4.</i></p>	AIPNZ GEN 3.5, 4.8.	No Difference		
Chapter 9 Reference 9.2.2  Standard	<p>9.2.2 Meteorological information used for briefing, consultation and display shall include any or all of the information listed in 9.1.3.</p>	AIPNZ GEN 3.5, 4.8.	No Difference		
Chapter 9 Reference 9.2.3  Standard	<p>9.2.3 If the aerodrome meteorological office expresses an opinion on the development of the meteorological conditions at an aerodrome which differs appreciably from the aerodrome forecast included in the flight documentation, the attention of flight crew members shall be drawn to the divergence. The portion of the briefing dealing with the divergence shall be recorded at the time of briefing and this record shall be made available to the operator.</p>	AIPNZ GEN 3.5.	No Difference		



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Chapter 9 Reference 9.2.4  Standard	9.2.4 The required briefing, consultation, display and/or flight documentation shall normally be provided by the aerodrome meteorological office associated with the aerodrome of departure. At an aerodrome where these services are not available, arrangements to meet the requirements of flight crew members shall be as agreed between the meteorological authority and the operator concerned. In exceptional circumstances, such as an undue delay, the aerodrome meteorological office associated with the aerodrome shall provide or, if that is not practicable, arrange for the provision of a new briefing, consultation and/or flight documentation as necessary.	AIPNZ GEN 3.5, 4.8.	No Difference		
Chapter 9 Reference 9.2.5  Recommendation	9.2.5 <b>Recommendation.</b> — <i>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.</i>	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 9 Reference 9.3.1  Standard	<b>9.3 Flight documentation</b>  <i>Note.— The requirements for the use of automated pre-flight information systems in providing flight documentation are given in 9.4.</i>	AIPNZ GEN 3.5, 4.8 and 4.9.	No Difference		Item g) – AIRMET is not provided as there is no user requirement. GAMET is not provided but low level area forecasts (ARFORs) are provided in graphical form.



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Chapter 9 Reference 9.3.2  Standard	9.3.2 Whenever it becomes apparent that the meteorological information to be included in the flight documentation will differ materially from that made available for pre-flight planning and in flight replanning, the operator shall be advised immediately and, if practicable, be supplied with the revised information as agreed between the operator and the aerodrome meteorological office concerned.	AIPNZ GEN 3.5, 3.4.	No Difference		
Chapter 9 Reference 9.3.3  Recommendation	9.3.3 <b>Recommendation.</b> — <i>In cases where a need for amendment arises after the flight documentation has been supplied, and before take-off of the aircraft, the aerodrome meteorological office should, as agreed locally, issue the necessary amendment or updated information to the operator or to the local air traffic services unit, for transmission to the aircraft.</i>	AIPNZ GEN 3.5, 3.4.	No Difference		
Chapter 9 Reference 9.3.4  Standard	9.3.4 The meteorological authority shall retain information supplied to flight crew members, either as printed copies or in computer files, for a period of at least 30 days from the date of issue. This information shall be made available, on request, for inquiries or investigations and, for these purposes, shall be retained until the inquiry or investigation is completed.	CAR 174.75.	No Difference		
Chapter 9 Reference 9.4.1  Standard	<b>9.4 Automated pre-flight information systems for briefing, consultation, flight planning and flight documentation</b>	AIPNZ GEN 3.5, 4.8.	No Difference		





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Chapter 9 Reference 9.4.2  Recommendation	<p>9.4.2 <b>Recommendation.</b>— <i>Automated pre-flight information systems providing for a harmonized, common point of access to meteorological information and aeronautical information services information by operators, flight crew members and other aeronautical personnel concerned should be as agreed between the meteorological authority and the civil aviation authority or the agency to which the authority to provide service has been delegated in accordance with Annex 15, 2.1.1 c).</i></p> <p><i>Note.</i>— <i>The meteorological and aeronautical information services information concerned is specified in 9.1 to 9.3 and Appendix 8 and in the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066), 5.5, respectively.</i></p>	AIPNZ GEN 3.5, 4.8.4.	No Difference		
Chapter 9 Reference 9.4.3  Standard	<p>9.4.3 Where automated pre-flight information systems are used to provide for a harmonized, common point of access to meteorological information and aeronautical information services information by operators, flight crew members and other aeronautical personnel concerned, the meteorological authority concerned shall remain responsible for the quality control and quality management of meteorological information provided by means of such systems in accordance with Chapter 2, 2.2.2.</p> <p><i>Note.</i>— <i>The responsibilities relating to aeronautical information services information and the quality assurance of the information are given in Annex 15, Chapters 1, 2 and 3.</i></p>	CAR 174.77.	No Difference		



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Chapter 9 Reference 9.5.1  Standard	9.5 Information for aircraft in flight	AIPNZ GEN 3.5, 4.9.	No Difference		
Chapter 9 Reference 9.5.2  Standard	9.5.2 Meteorological information for use by aircraft in flight shall be supplied to air traffic services units in accordance with the specifications of Chapter 10.	AIPNZ GEN 3.5, 4.9.	No Difference		
Chapter 9 Reference 9.5.3  Standard	9.5.3 Meteorological information shall be supplied through D-VOLMET or VOLMET broadcasts in accordance with the specifications of Chapter 11.	AIPNZ GEN 3.5, 4.9.6 and Table 3.5-6.	No Difference		



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Chapter 10 Reference 10.1.1  Standard	<p align="center"><b>CHAPTER 10. INFORMATION FOR AIR TRAFFIC SERVICES, SEARCH AND RESCUE SERVICES AND AERONAUTICAL INFORMATION SERVICES</b></p> <p align="center"><i>Note.— Technical specifications and detailed criteria related to this chapter are given in Appendix 9.</i></p>	AIPNZ GEN 3.5, 4.2.1.	No Difference		The Wellington Meteorological Watch Office (MWO) is embedded within the National Forecast Centre and serves the national rescue co-ordination centre, Auckland Oceanic ACC/FIC and the New Zealand ACC/FIC.
Chapter 10 Reference 10.1.2  Recommendation	<p>10.1.2 <b>Recommendation.</b>— <i>An aerodrome meteorological office should be associated with an aerodrome control tower or approach control unit for the provision of meteorological information.</i></p>	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.	
Chapter 10 Reference 10.1.3  Standard	<p>10.1.3 A meteorological watch office shall be associated with a flight information centre or an area control centre for the provision of meteorological information.</p>	AIPNZ GEN 3.5, 4.2.1.	No Difference		



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Chapter 10 Reference 10.1.4  Recommendation	10.1.4 <b>Recommendation.</b> — <i>Where, owing to local circumstances, it is convenient for the duties of an associated aerodrome meteorological office or meteorological watch office to be shared between two or more aerodrome meteorological offices or meteorological watch offices, the division of responsibility should be determined by the meteorological authority in consultation with the appropriate ATS authority.</i>		Not Applicable		
Chapter 10 Reference 10.1.5  Standard	10.1.5 Any meteorological information requested by an air traffic services unit in connection with an aircraft emergency shall be supplied as rapidly as possible.	AIPNZ GEN 3.5, 1.2.5.	No Difference		Note: the ATS provider is also the secondary meteorological service provider, thus the information is readily available.
Chapter 10 Reference 10.2  Standard	<b>10.2 Information for search and rescue services units</b>  Aerodrome meteorological offices or meteorological watch offices designated by the meteorological authority in accordance with regional air navigation agreement shall supply search and rescue services units with the meteorological information they require in a form established by mutual agreement. For that purpose, the designated aerodrome meteorological office or meteorological watch office shall maintain liaison with the search and rescue services unit throughout a search and rescue operation.	AIPNZ GEN 3.5, 4.2.1.	No Difference		



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Chapter 10 Reference 10.3  Standard	<p><b>10.3 Information for aeronautical information services units</b></p> <p>The meteorological authority, in coordination with the appropriate civil aviation authority, shall arrange for the supply of up-to-date meteorological information to relevant aeronautical information services units, as necessary, for the conduct of their functions.</p>	AIPNZ GEN 3.5, 4.2.1.	No Difference		
Chapter 11 Reference 11.1.1  Standard	<p><b>CHAPTER 11. REQUIREMENTS FOR AND USE OF COMMUNICATIONS</b></p> <p><i>Note 1.— Technical specifications and detailed criteria related to this chapter are given in Appendix 10.</i></p> <p><i>Note 2.— It is recognized that it is for each Contracting State to decide upon its own internal organization and responsibility for implementing the telecommunications facilities referred to in this chapter.</i></p>	CAR 174.55.	No Difference		



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Chapter 11 Reference 11.1.2  Standard	11.1.2 Suitable telecommunications facilities shall be made available to permit meteorological watch offices to supply the required meteorological information to air traffic services and search and rescue services units in respect of the flight information regions, control areas and search and rescue regions for which those offices are responsible, and in particular to flight information centres, area control centres and rescue coordination centres and the associated aeronautical telecommunications stations.	CAR 174.55.	No Difference		
Chapter 11 Reference 11.1.3  Standard	11.1.3 Suitable telecommunications facilities shall be made available to permit world area forecast centres to supply the required world area forecast system products to aerodrome meteorological offices, meteorological authorities and other users.	CAR 174.55.	No Difference		
Chapter 11 Reference 11.1.4  Standard	11.1.4 Telecommunications facilities between aerodrome meteorological offices and, as necessary, aeronautical meteorological stations and aerodrome control towers or approach control units shall permit communications by direct speech, the speed with which the communications can be established being such that the required points may normally be contacted within approximately 15 seconds.	CAR 174.55.	No Difference		



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Chapter 11 Reference 11.1.5  Recommendation	<p>11.1.5 <b>Recommendation.</b>— <i>Telecommunications facilities between aerodrome meteorological offices or meteorological watch offices and flight information centres, area control centres, rescue coordination centres and aeronautical telecommunications stations should permit:</i></p> <p>a) <i>communications by direct speech, the speed with which the communications can be established being such that the required points may normally be contacted within approximately 15 seconds; and</i></p> <p>b) <i>printed communications, when a record is required by the recipients; the message transit time should not exceed 5 minutes.</i></p> <p><i>Note.— In 11.1.4 and 11.1.5, “approximately 15 seconds” refers to telephony communications involving switchboard operation and “5 minutes” refers to printed communications involving retransmission.</i></p>	CAR 174.55.	No Difference		
Chapter 11 Reference 11.1.6  Recommendation	<p>11.1.6 <b>Recommendation.</b>— <i>The telecommunications facilities required in accordance with 11.1.4 and 11.1.5 should be supplemented, as and where necessary, by other forms of visual or audio communications, for example, closed-circuit television or separate information processing systems.</i></p>	CAR 174.55.	No Difference		
Chapter 11 Reference 11.1.7  Recommendation	<p>11.1.7 <b>Recommendation.</b>— <i>As agreed between the meteorological authority and the operators concerned, provision should be made to enable operators to establish suitable telecommunications facilities for obtaining meteorological information from aerodrome meteorological offices or other appropriate sources.</i></p>	CAR 174.55.	No Difference		



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Chapter 11 Reference 11.1.8  Standard	11.1.8 Suitable telecommunications facilities shall be made available to permit meteorological offices to exchange operational meteorological information with other meteorological offices.	CAR 174.55.	No Difference		
Chapter 11 Reference 11.1.9  Recommendation	<p>11.1.9 <b>Recommendation.</b>— <i>The telecommunications facilities used for the exchange of operational meteorological information should be the aeronautical fixed service or, for the exchange of non-time critical operational meteorological information, the public Internet, subject to availability, satisfactory operation and bilateral/multilateral and/or regional air navigation agreements.</i></p> <p><i>Note 1.— Aeronautical fixed service Internet-based services, operated by the world area forecast centres, providing for global coverage are used to support the global exchanges of operational meteorological information.</i></p> <p><i>Note 2.— Guidance material on non-time-critical operational meteorological information and relevant aspects of the public Internet is provided in the Guidelines on the Use of the Public Internet for Aeronautical Applications (Doc 9855).</i></p>	CAR 174.55.	No Difference		





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Chapter 11 Reference 11.2  Standard	<p><b>11.2 Use of aeronautical fixed service communications and the public Internet — meteorological bulletins</b></p> <p>Meteorological bulletins containing operational meteorological information to be transmitted via the aeronautical fixed service or the public Internet shall be originated by the appropriate meteorological office or aeronautical meteorological station.</p> <p><i>Note.— Meteorological bulletins containing operational meteorological information authorized for transmission via the aeronautical fixed service are listed in Annex 10, Volume II, Chapter 4, together with the relevant priorities and priority indicators.</i></p>	Regional Operational Meteorological Bulletin Exchange (ROBEX) Scheme.	No Difference		As per APAC eANP.
Chapter 11 Reference 11.3.1  Recommendation	<p><b>11.3 Use of aeronautical fixed service communications — world area forecast system products</b></p>	Dissemination is achieved through SADIS and WIFS.	No Difference		
Chapter 11 Reference 11.4  Standard	<p><b>11.4 Use of aeronautical mobile service communications</b></p> <p>The content and format of meteorological information transmitted to aircraft and by aircraft shall be consistent with the provisions of this Annex.</p>	AIPNZ GEN 3.5, 4.9.	No Difference		



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Chapter 11 Reference 11.5  Standard	<p><b>11.5 Use of aeronautical data link service — contents of D-VOLMET</b></p> <p>D-VOLMET shall contain current METAR and SPECI, together with trend forecasts where available, TAF and SIGMET, special air-reports not covered by a SIGMET and, where available, AIRMET.</p> <p><i>Note.— The requirement to provide METAR and SPECI may be met by the data link-flight information service (D-FIS) application entitled “Data link-aerodrome routine meteorological report (D-METAR) service”; the requirement to provide TAF may be met by the D-FIS application entitled “Data link-aerodrome forecast (D-TAF) service”; and the requirement to provide SIGMET and AIRMET messages may be met by the D-FIS application entitled “Data link-SIGMET (D-SIGMET) service”. The details of these data link services are specified in the Manual of Air Traffic Services Data Link Applications (Doc 9694).</i></p>	AIPNZ GEN 3.5, 4.9.6.	No Difference		
Chapter 11 Reference 11.6.1  Standard	<p><b>11.6 Use of aeronautical broadcasting service — contents of VOLMET broadcasts</b></p>	AIPNZ GEN 3.5, 4.9.6 and Table GEN 3.5-6.	No Difference		



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Chapter 11 Reference 11.6.2  Standard	11.6.2 Scheduled VOLMET broadcasts, normally on high frequencies (HF), shall contain current METAR and SPECI, together with trend forecasts where available and, where so determined by regional air navigation agreement, TAF and SIGMET.	AIPNZ GEN 3.5, 4.98.6 and Table GEN 3.5-6.	No Difference		Note: METAR are METAR AUTO. Provision of VOLMET is as per APAC eANP.

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