Annex Reference	AERONAUTICAL CHARTS 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 2 Reference 2.3.1 **Standard**	**2.3 Miscellaneous information** 2.3.1 The marginal note layout shall be as given in Appendix 1, except as otherwise specified for a particular chart.	CAR 175.103(b)(4).	Different in character or other means of compliance	Marginal notes are not laid out in Appendix 1 format, but the information is contained either in the chart legend or on the face of the chart. Aeronautical information is correst as at the date of chart issue.	
Chapter 2 Reference 2.5.6 **Standard**	2.5.6 The units of measurement used to express distances, altitudes, elevations and heights shall be conspicuously stated on the face of each chart.	CAR 175.103(b)(4).	Less protective or partially implemented or not implemented	These are provided only on the 1:1 000 000 and 1:500 000 (and larger scale) visual planning and visual navigation charts.	
Chapter 2 Reference 2.14.1 **Standard**	**2.14 Air traffic services airspaces** 2.14.1 When ATS airspace is shown on a chart, the class of airspace, the type, name or call sign, the vertical limits and the radio frequency(ies) to be used shall be indicated and the horizontal limits depicted in accordance with Appendix 2 — ICAO Chart Symbols.	CAR 175.103(b)(4).	Different in character or other means of compliance	Symbol 113 used instead of 116 for CTR. CTA shown in magenta and CTR shown in blue. Symbols based on 126 used to describe airspace.	
Chapter 2 Reference 2.17.3 **Standard**	2.17.3 Contracting States shall ensure that integrity of aeronautical data is maintained throughout the data process from origination to distribution to the next intended user. *Note.— Specifications concerning the integrity classification related to aeronautical data are provided in PANS-AIM (Doc 10066), Appendix 1.*	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified at this level of detail.	

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Chapter 2 Reference 2.18.2.2 **Standard**	2.18.2.2 In addition to the elevations referenced to MSL, for the specific surveyed ground positions, geoid undulation (referenced to the WGS-84 ellipsoid) for those positions shall also be published as specified for a particular chart. *Note 1.— Specifications concerning the determination and reporting (accuracy of field work and data integrity) of elevation and geoid undulation at specific positions at aerodromes/heliports are given in Annex 14, Volumes I and II, Chapter 2.* *Note 2.— Specifications concerning the accuracy and integrity classification of elevation and geoid undulation at specific positions at aerodromes/heliports are contained in PANS-AIM (Doc 10066), Appendix 1.*	CARs.	Less protective or partially implemented or not implemented	Geoid undulation is not published.	
Chapter 2 Reference 2.18.2.3 **Standard**	2.18.2.3 The chart resolution of elevation and geoid undulation shall be that specified for a particular chart series. *Note.— Specifications concerning the chart resolution of elevation and geoid undulation are contained in PANS-AIM (Doc 10066), Appendix 1.*	CARs.	Less protective or partially implemented or not implemented	Geoid undulation is not published.	
Chapter 3 Reference 3.3.2 **Standard**	3.3.2 Linear dimensions shall be shown to the nearest half-metre.	CAR 175.103(b)(4).	Less protective or partially implemented or not implemented	Whole metres shown.	

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Chapter 3 Reference 3.4.3 **Recommendation**	3.4.3 **Recommendation.—** *The horizontal scale should be 1:10 000.* *Note.— When the production of the charts would be expedited thereby, a scale of 1:20 000 may be used.*	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	Different in character or other means of compliance	A scale of 1:15 000 is used for all but NZWN (1:20 000).	
Chapter 6 Reference 6.3.1 **Recommendation**	**6.3 Scale** 6.3.1 **Recommendation.—** *The horizontal scale should be 1:2 500, and the vertical scale 1:500.*	NZ Precision Approach Terrain Chart.	Different in character or other means of compliance	Horizontal scale 1:3500.	Finer scale not required, given the low number of obstacles.

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Chapter 6 Reference 6.5.1 **Standard**	**6.5 Plan and profile information** 6.5.1 The chart shall include: a) a plan showing contours at 1 m (3 ft) intervals in the area 60 m (200 ft) on either side of the extended centre line of the runway, to the same distance as the profile, the contours to be related to the runway threshold; b) an indication where the terrain or any object thereon, within the plan defined in a), differs by ±3 m (10 ft) in height from the centre line profile and is likely to affect a radio altimeter; c) a profile of the terrain to a distance of 900 m (3 000 ft) from the threshold along the extended centre line of the runway.	NZ Precision Approach Terrain Chart.	Different in character or other means of compliance	Contours are at 3 m intervals.	
Chapter 7 Reference 7.8.1 **Standard**	**7.8 Bearings, tracks and radials** 7.8.1 Bearings, tracks and radials shall be magnetic, except as provided for in 7.8.2. Where bearings and tracks are additionally provided as true values for RNAV segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g. 290° (294.9°T).	CAR 175.103(b)(4); NZ ENRC series.	Less protective or partially implemented or not implemented	Additional true values are expressed in whole degrees only.	True values are shown only on Antarctic routes.

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Chapter 8 Reference 8.6.2 **Recommendation**	8.6.2 **Recommendation.—** *To improve situational awareness in areas where significant relief exists, all relief exceeding 300 m (1 000 ft) above the elevation of the primary aerodrome should be shown by smoothed contour lines, contour values and layer tints printed in brown. Appropriate spot elevations, including the highest elevation within each top contour line, should be shown printed in black. Obstacles should also be shown.* *Note 1.— The next higher suitable contour line appearing on base topographic maps exceeding 300 m (1 000 ft) above the elevation of the primary aerodrome may be selected to start layer tinting.* *Note 2.— An appropriate brown colour, on which half-tone layer tinting is to be based, is specified in Appendix 3 — Colour Guide for contours and topographic features.* *Note 3.— Appropriate spot elevations and obstacles are those provided by the procedures specialist.*	CAR 175.103(b)(4); NZ ARC series.	Less protective or partially implemented or not implemented	Not depicted on NZ ARC series.	
Chapter 8 Reference 8.7 **Standard**	**8.7 Magnetic variation** The average magnetic variation of the area covered by the chart shall be shown to the nearest degree.	CAR 175.103(b)(4); NZ ARC series.	Different in character or other means of compliance	Isogonals are shown at 1-degree intervals.	

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Chapter 9 Reference 9.6.2 **Recommendation**	9.6.2 **Recommendation.—** *To improve situational awareness in areas where significant relief exists, the chart should be drawn to scale and all relief exceeding 300 m (1 000 ft) above the aerodrome elevation should be shown by smoothed contour lines, contour values and layer tints printed in brown. Appropriate spot elevations, including the highest elevation within each top contour line, should be shown printed in black. Obstacles should also be shown.* *Note 1.— The next higher suitable contour line appearing on base topographic maps exceeding 300 m (1 000 ft) above the aerodrome elevation may be selected to start layer tinting.* *Note 2.— An appropriate brown colour, on which half-tone layer tinting is to be based, is specified in Appendix 3 — Colour Guide for contours and topographic features.* *Note 3.— Appropriate spot elevations and obstacles are those provided by the procedures specialist.*	CAR 175.103(b)(4); NZ SID chart series.	Less protective or partially implemented or not implemented	Relief not depicted on SID charts (chart size and clutter considerations); spot heights are shown on selected charts, eg, NZQN.	
Chapter 9 Reference 9.9.4.2 **Recommendation**	9.9.4.2 **Recommendation.—** *A textual description of standard departure route(s) — instrument (SID) and relevant communication failure procedures should be provided and should, whenever feasible, be shown on the chart or on the same page which contains the chart.*	CAR 175.103(b)(4); NZ SID chart series.	Less protective or partially implemented or not implemented	Comms failure procedures are not shown on SID charts (space considerations); these are located in AIPNZ ENR 1.15.	

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Chapter 9 Reference 9.9.4.3 **Standard**	9.9.4.3 Aeronautical database requirements Appropriate data to support navigation database coding shall be published in accordance with the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, Part III, Section 5, Chapter 2, 2.1, on the verso of the chart or as a separate, properly referenced sheet. *Note.— Appropriate data are those provided by the procedures specialist.*	CAR 175.103(b)(4); NZ SID chart series.	Less protective or partially implemented or not implemented	Not provided.	

Annex Reference	AERONAUTICAL CHARTS 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 10.6.2 **Recommendation**	10.6.2 **Recommendation.—** *To improve situational awareness in areas where significant relief exists, the chart should be drawn to scale and all relief exceeding 300 m (1 000 ft) above the aerodrome elevation should be shown by smoothed contour lines, contour values and layer tints printed in brown. Appropriate spot elevations, including the highest elevation within each top contour line, should be shown printed in black. Obstacles should also be shown.* *Note 1.— The next higher suitable contour line appearing on base topographic maps exceeding 300 m (1 000 ft) above the aerodrome elevation may be selected to start layer tinting.* *Note 2.— An appropriate brown colour, on which half-tone layer tinting is to be based, is specified in Appendix 3 — Colour Guide for contours and topographic features.* *Note 3.— Appropriate spot elevations and obstacles are those provided by the procedures specialist.*	CAR 175.103(b)(4); NZ STAR chart series.	Less protective or partially implemented or not implemented	Relief is not depicted on STAR charts.	

Annex Reference	AERONAUTICAL CHARTS 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 10.9.4.1.1 **Standard**	10.9.4.1.1 The components shall comprise the following: a) a graphic portrayal of each standard arrival route — instrument, including: 1) route designator; 2) significant points defining the route; 3) track or radial to the nearest degree along each segment of the route; 4) distances to the nearest kilometre or nautical mile between significant points; 5) minimum obstacle clearance altitudes, along the route or route segments and altitudes required by the procedure to the nearest higher 50 m or 100 ft and flight level restrictions where established; 6) where the chart is drawn to scale and vectoring on arrival is provided, established minimum vectoring altitudes to the nearest higher 50 m or 100 ft, clearly identified; *Note 1.— Where ATS surveillance systems are used to vector aircraft to or from significant points on a published standard arrival route or to issue clearance for descent below the minimum sector altitude during arrival, the relevant procedures may be shown on the Standard Arrival Chart — Instrument (STAR) — ICAO unless excessive chart clutter will result.* *Note 2.— Where excessive chart clutter will result, an ATC Surveillance Minimum Altitude*	CAR 175.103(b)(4); NZ STAR chart series.	Less protective or partially implemented or not implemented	Item 2)e): DME antenna elevation is not shown.	

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	Chart — ICAO may be provided (see Chapter 21), in which case the elements indicated by 10.9.4.1.1, a) 6), need not be duplicated on the Standard Arrival Chart — Instrument (STAR) — ICAO. b) the radio navigation aid(s) associated with the route(s) including: 1) when the radio navigation aid is used for conventional navigation: i) plain language name; ii) identification; iii) Morse code; iv) frequency; v) geographical coordinates in degrees, minutes and seconds; and vi) for DME, the channel and the elevation of the transmitting antenna of the DME to the nearest 30 m (100 ft); 2) when the radio navigation aid is used as a significant point for area navigation: i) plain language name; and ii) identification; c) significant points not marked by the position of a radio navigation aid including: 1) when the significant point is used for conventional navigation: i) name-code; ii) geographical coordinates in degrees, minutes and seconds; iii) bearing to the nearest tenth of a degree from the reference radio navigation aid;				

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	iv) distance to the nearest two-tenths of a kilometre (tenth of a nautical mile) from the reference radio navigation aid; v) identification of the reference radio navigation aid; 2) when the significant point is used for area navigation: i) name-code; d) applicable holding patterns; e) transition altitude/height to the nearest higher 300 m or 1 000 ft; f) area speed restrictions, where established; g) for PBN procedures, a PBN requirements box; *Note.— Refer to the* Procedures for Air Navigation Services — Aircraft Operations *(PANS-OPS, Doc 8168), Volume II, Part III, Section 5 for information on a PBN requirements box*. h) all compulsory and "on-request" reporting points; i) radio communication procedures, including: 1) call sign(s) of ATS unit(s); 2) frequency and, if applicable, SATVOICE number; 3) transponder setting, where appropriate; j) an indication of "flyover" significant waypoints; and				

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	k) for arrival procedures to an instrument approach designed specifically for helicopters, the term "CAT H" shall be depicted in the arrival chart plan view.				
Chapter 1 Reference 10.9.4.3 **Standard**	10.9.4.3 Aeronautical database requirements Appropriate data to support navigation database coding shall be published in accordance with the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, Part III, Section 5, Chapter 2, 2.2, on the verso of the chart or as a separate, properly referenced sheet. *Note.— Appropriate data are those provided by the procedures specialist.*	CAR 175.103(b)(4); NZ STAR chart series.	Less protective or partially implemented or not implemented	Not provided.	

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Chapter 1 Reference 11.7.2 **Standard**	11.7.2 Relief shall be shown in a manner best suited to the particular elevation characteristics of the area. In areas where relief exceeds 1 200 m (4 000 ft) above the aerodrome elevation within the coverage of the chart or 600 m (2 000 ft) within 11 km (6 NM) of the aerodrome reference point or when final approach or missed approach procedure gradient is steeper than optimal due to terrain, all relief exceeding 150 m (500 ft) above the aerodrome elevation shall be shown by smoothed contour lines, contour values and layer tints printed in brown. Appropriate spot elevations, including the highest elevation within each top contour line, shall also be shown printed in black. *Note 1.— The next higher suitable contour line appearing on base topographic maps exceeding 150 m (500 ft) above the aerodrome elevation may be selected to start layer tinting.* *Note 2.— An appropriate brown colour, on which half-tone layer tinting is to be based, is specified in Appendix 3 — Colour Guide for contours and topographic features.* *Note 3.— Appropriate spot elevations are those provided by the procedures specialist.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	Less protective or partially implemented or not implemented	Relief (other than spot heights) is not currently shown on Instrument Approach Charts.	

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Chapter 1 Reference 11.7.3 **Recommendation**	11.7.3 **Recommendation.—** *In areas where relief is lower than specified in 11.7.2, all relief exceeding 150 m (500 ft) above the aerodrome elevation should be shown by smoothed contour lines, contour values and layer tints printed in brown. Appropriate spot elevations, including the highest elevation within each top contour line, should also be shown printed in black.* *Note 1.— The next higher suitable contour line appearing on base topographic maps exceeding 150 m (500 ft) above the aerodrome elevation may be selected to start layer tinting.* *Note 2.— An appropriate brown colour, on which half-tone layer tinting is to be based, is specified in Appendix 3 — Colour Guide for contours and topographic features.* *Note 3.— Appropriate spot elevations are those provided by the procedures specialist.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	Less protective or partially implemented or not implemented	Relief (other than spot heights) is not currently shown on Instrument Approach Charts.	
Chapter 1 Reference 11.10.4.3 **Recommendation**	11.10.4.3 **Recommendation**.— *When the final approach fix is used for conventional navigation (or final approach point for an ILS approach procedure), it should be identified with its geographical coordinates in degrees, minutes and seconds.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	Less protective or partially implemented or not implemented	Geographical co-ordinates are not shown for the final approach fix.	

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Chapter 1 Reference 11.10.6.2 **Recommendation**	11.10.6.2 **Recommendation.—** *The plan view should show the distance to the aerodrome from each radio navigation aid concerned with the final approach*.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	Different in character or other means of compliance	Where distance is not shown on plan view, it is either shown or can be determined from the mileage scale below the profile view.	
Chapter 1 Reference 11.10.8.4 **Recommendation**	11.10.8.4 **Recommendation.—** *A rate of descent table should be shown.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	Less protective or partially implemented or not implemented	Rate of descent tables are not shown.	
Chapter 1 Reference 11.10.8.5 **Standard**	11.10.8.5 For non-precision approach procedures with a final approach fix, the final approach descent gradient to the nearest one-tenth of a per cent and, in parentheses, descent angle to the nearest one-tenth of a degree shall be shown.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	Different in character or other means of compliance	Descent angles are shown only in degrees and tenths.	

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Chapter 1 Reference 11.10.9 **Standard**	11.10.9 Aeronautical database requirements Appropriate data to support navigation database coding shall be published in accordance with the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, Part III, Section 5, Chapter 2, 2.3, for RNAV procedures and Volume II, Part I, Section 4, Chapter 9, 9.4.1.3, for non-RNAV procedures, on the verso of the chart or as a separate, properly referenced sheet. *Note.— Appropriate data are those provided by the procedures specialist.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	Less protective or partially implemented or not implemented	Not provided.	
Chapter 1 Reference 12.3.3 **Recommendation**	12.3.3 **Recommendation.—** *When an Instrument Approach Chart is available for a given aerodrome, the Visual Approach Chart should be drawn to the same scale.*	CAR 175.103(b)(4); AIPNZ Approach Chart series.	Less protective or partially implemented or not implemented	The scale is varied according to the surface features required to be shown.	
Chapter 1 Reference 12.10.2.3 **Recommendation**	12.10.2.3 **Recommendation.—** *The heights of obstacles above the aerodrome elevation should be shown.*	CAR 175.103(b)(4); AIPNZ Approach Chart series.	Less protective or partially implemented or not implemented	Only elevations are shown.	

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Chapter 1 Reference 14.3.2 **Recommendation**	14.3.2 **Recommendation.—** *A linear scale should be shown.*	CAR 175.103(b)(4); AIPNZ Ground Movement Chart series.	Less protective or partially implemented or not implemented	Linear scale not provided.	
Chapter 1 Reference 14.5.1 **Standard**	**14.5 Magnetic variation** 14.5.1 A True North arrow shall be shown.	CAR 175.103(b)(4); AIPNZ Ground Movement Chart series.	Less protective or partially implemented or not implemented	Ground Movement charts are normally oriented to the runway direction.	
Chapter 1 Reference 14.5.2 **Recommendation**	14.5.2 **Recommendation.—** *Magnetic variation to the nearest degree and its annual change should be shown.* *Note.— This chart need not be True North orientated.*	CAR 175.103(b)(4); AIPNZ Ground Movement Chart series.	Different in character or other means of compliance	Variation is shown on Aerodrome Charts if required; annual change is negligible and is not shown.	

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Chapter 1 Reference 15.1 **Standard**	**CHAPTER 15. AIRCRAFT PARKING/DOCKING CHART — ICAO** **15.1 Function** This supplementary chart shall provide flight crews with detailed information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft.	CAR 175.103(b)(4); AIPNZ Ground Movement Chart and Visual Docking Chart series.	Different in character or other means of compliance	The functions of the Parking/Docking Chart - ICAO are fulfilled jointly by the Ground Movement Chart and Visual Docking Chart series. One of the Auckland (NZAA) Ground Movement Charts is entitled "Apron" and shows enhanced detail.	
Chapter 1 Reference 15.2.1 **Recommendation**	**15.2 Availability** **Recommendation.—** *The Aircraft Parking/Docking Chart — ICAO should be made available in the manner prescribed in 1.3.2 where, due to the complexity of the terminal facilities, the information cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO or on the Aerodrome Ground Movement Chart — ICAO.*	CAR 175.103(b)(4); AIPNZ Ground Movement Chart and Visual Docking Chart series.	Different in character or other means of compliance	Function fulfilled jointly by the AIPNZ Ground Movement Chart and Visual Docking Chart series.	

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Chapter 1 Reference 15.3.2 **Recommendation**	15.3.2 **Recommendation.—** *A linear scale should be shown.*	CAR 175.103(b)(4); AIPNZ Ground Movement Chart and Visual Docking Chart series.	Less protective or partially implemented or not implemented	Linear scale is not used.	
Chapter 1 Reference 15.5.1 **Standard**	**15.5 Magnetic variation** 15.5.1 A True North arrow shall be shown.	CAR 175.103(b)(4); AIPNZ Ground Movement Chart and Visual Docking Chart series.	Less protective or partially implemented or not implemented	The charts are normally oriented to the runway direction.	
Chapter 1 Reference 15.5.2 **Recommendation**	15.5.2 **Recommendation.—** *Magnetic variation to the nearest degree and its annual change should be shown.* *Note.— This chart need not be True North orientated.*	CAR 175.103(b)(4); AIPNZ Ground Movement Chart and Visual Docking Chart series.	Different in character or other means of compliance	Variation is shown on Aerodrome Charts if required; annual change is negligible and is not shown.	
Chapter 1 Reference 16.3.2 **Standard**	16.3.2 A conversion scale (metres/feet) shall be shown in the margin.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	A feet/metres conversion scale is provided in respect of equivalent elevation only (in the key to hypsometric tints).	All elevations on the charts are shown in feet.

Annex Reference	AERONAUTICAL CHARTS 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 16.4.3 **Recommendation**	16.4.3 **Recommendation.—** *The method of folding should be as follows:* *Fold the chart on the long axis near the mid-parallel of latitude, face out, with the bottom part of the chart face upward. Fold inward near the meridian, and fold both halves backward in accordion folds.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	Chart folding is done in concertina fashion using 2 horizontal and 2 vertical folds (9 panels in total).	Adapted to the shape of the country.
Chapter 1 Reference 16.5.1 **Standard**	**16.5 Projection** 16.5.1 The projections shall be as follows: a) between the Equator and 80° latitude: the Lambert conformal conic projection, in separate bands for each tier of charts. The standard parallels for each 4° band shall be 40′ south of the northern parallel and 40′ north of the southern parallel; b) between 80° and 90° latitude: the Polar stereographic projection with scale matching that of the Lambert conformal conic projection at latitude 80°, except that in the northern hemisphere the Lambert conformal conic projection may be used between 80° and 84° latitude and the Polar stereographic projection between 84° and 90° with the scales matching at 84° North.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	Visual Planning Chart projection is New Zealand Map Grid (a conformal mapping projection with minimal scale error).	

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Chapter 1 Reference 16.5.2 **Standard**	16.5.2 Graticules and graduations shall be shown as follows: a) Parallels: b) Meridians:	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Less protective or partially implemented or not implemented	1-degree spacing in both parallels and meridians; graduations at 5-minute intervals.	
Chapter 1 Reference 16.5.3 **Standard**	16.5.3 The graduation marks at 1′ and 5′ intervals shall extend away from the Greenwich Meridian and from the Equator. Each 10′ interval shall be shown by a mark on both sides of the graticule line.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	Graduation marks are shown only at 5-minute intervals, and extend on both sides of the graticule line. The 30-minute mark is conspicuously longer.	
Chapter 1 Reference 16.5.3.1 **Recommendation**	16.5.3.1 **Recommendation.—** *The length of the graduation marks should be approximately 1.3 mm (0.05 in) for the 1′ intervals, and 2 mm (0.08 in) for the 5′ intervals and 2 mm (0.08 in) extending on both sides of the graticule line for the 10′ intervals.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	5- and 10-minute marks are approximately 1.3 mm, and each 30-minute mark is approximately 3 mm.	
Chapter 1 Reference 16.7.6.2 **Recommendation**	16.7.6.2 **Recommendation.—** *The tint covering large open water areas should be kept very light.* *Note.— A narrow band of darker tone may be used along the shore line to emphasize this feature.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	The tint used for inland bodies of open water is darker than that used to depict the sea.	

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Chapter 1 Reference 16.7.7.1 **Standard**	16.7.7 Contours 16.7.7.1 Contours shall be shown. The selection of intervals shall be governed by the requirement to depict clearly the relief features required in air navigation.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	Hypsomentric tints are used in lieu of contours.	
Chapter 1 Reference 16.7.7.2 **Standard**	16.7.7.2 The values of the contours used shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	The elevations corresponding to the hypsometric tinting is shown in the chart legend.	
Chapter 1 Reference 16.7.9.3 **Recommendation**	16.7.9.3 **Recommendation.—** *The spot elevation of the highest point in any sheet should be cleared of hypsometric tinting.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	Highest chart elevation is boxed over hypsometric tint.	
Chapter 1 Reference 16.7.12.1 **Recommendation**	16.7.12 Wooded areas 16.7.12.1 **Recommendation.—** *Wooded areas should be shown.* *Note.— On high latitude charts, the approximate extreme northern or southern limits of tree growth may be shown.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Less protective or partially implemented or not implemented	Not depicted on VPC series.	

Annex Reference	AERONAUTICAL CHARTS 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 16.8.2 **Standard**	16.8.2 The date of the isogonic information shall be indicated in the margin.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	Isogonic information is at the date of issue of the chart. Annual change is shown.	
Chapter 1 Reference 16.9.2.2 **Standard**	16.9.2.2 The aerodrome elevation, the lighting available, the type of runway surface and the length of the longest runway or channel, shown in abbreviated form for each aerodrome in conformity with the example given in Appendix 2, provided they do not cause undesirable clutter on the chart, shall be indicated.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Less protective or partially implemented or not implemented	Details not shown on VPC.	
Chapter 1 Reference 16.9.3.1 **Standard**	16.9.3 Obstacles 16.9.3.1 Obstacles shall be shown. *Note.— Objects of a height of 100 m (300 ft) or more above ground are normally regarded as obstacles.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Less protective or partially implemented or not implemented	Obstacles are depicted on the larger scale chart series.	
Chapter 1 Reference 16.9.7.1 **Standard**	16.9.7 Supplementary information 16.9.7.1 Aeronautical ground lights together with their characteristics or their identifications or both shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Less protective or partially implemented or not implemented	Not shown on VPC.	

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Chapter 1 Reference 16.9.7.2 **Standard**	16.9.7.2 Marine lights on outer prominent coastal or isolated features of not less than 28 km (15 NM) visibility range shall be shown: a) where they are not less distinguishable than more powerful marine lights in the vicinity; b) where they are readily distinguishable from other marine or other types of lights in the vicinity of built-up coastal areas; c) where they are the only lights of significance available.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Less protective or partially implemented or not implemented	Not shown on VPC.	
Chapter 1 Reference 17.3.2 **Standard**	17.3.2 A conversion scale (metres/feet) shall be shown in the margin.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	A feet/metres conversion scale is provided in respect of equivalent elevation only (in the key to hypsometric tints).	All elevations on the chart are shown in feet.
Chapter 1 Reference 17.4.3 **Recommendation**	17.4.3 **Recommendation.—** *The method of folding should be as follows:* *Fold the chart on the long axis near the mid-parallel of latitude, face out, with the bottom part of the chart face upward. Fold inward near the meridian, and fold both halves backward in accordion folds.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Chart folding is done in concertina fashion using 2 horizontal and 2 vertical folds (9 panels in total).	Adapted to the shape of the country.

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Chapter 1 Reference 17.4.4 **Recommendation**	17.4.4 **Recommendation.—** *Whenever practicable, sheets should be quarter sheets of the World Aeronautical Chart — ICAO 1:1 000 000. An appropriate index to adjacent sheets, showing the relationship between the two chart series, should be included on the face of the chart or on the reverse side.* *Note.— Sheet lines may be varied to satisfy particular requirements.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Chart coverage is adapted to the shape of the country rather than the relationship to the VPC.	
Chapter 1 Reference 17.4.5 **Recommendation**	17.4.5 **Recommendation.—** *Overlaps should be provided by extending the chart area on the top and right side beyond the area given on the index. This overlap area should contain all aeronautical, topographical, hydrographical and cultural information. The overlap should extend up to 15 km (8 NM), if possible, but in any case from the limiting parallels and meridians of each chart to the neat line.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Considerable overlap exists between sheets - more than recommended.	Note: charts are printed back-to-back (but not adjoining charts). The title panel and legend are generally split between the two charts on a sheet.
Chapter 1 Reference 17.5.2 **Recommendation**	17.5.2 **Recommendation.—** *The projection of the World Aeronautical Chart — ICAO 1:1 000 000 should be used.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Visual Navigation Chart projection is New Zealand Map Grid.	
Chapter 1 Reference 17.5.4.1 **Recommendation**	17.5.4.1 **Recommendation.—** *The length of the graduation marks should be approximately 1.3 mm (0.05 in) for the 1′ intervals, and 2 mm (0.08 in) for the 5′ intervals and 2 mm (0.08 in) extending on both sides of the graticule line for the 10′ intervals.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Graduation marks of approximately 1.3 mm, 2 mm and 5 mm respectively are used.	

Annex Reference	AERONAUTICAL CHARTS 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 17.6.1.1 **Recommendation**	17.6.1.1 **Recommendation.—** *Where applicable, sheets should also be identified by the reference number of the corresponding World Aeronautical Chart — ICAO 1:1 000 000, with the addition of one or more of the following letter suffixes indicating the quadrant or quadrants:*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Less protective or partially implemented or not implemented	Visual Navigation Charts do not use this quadrant identification.	The irregular shape of the country precludes this.
Chapter 1 Reference 17.7.6.2 **Recommendation**	17.7.6.2 **Recommendation.—** *The tint covering large open water areas should be kept very light.* *Note.— A narrow band of darker tone may be used along the shore line to emphasize this feature.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	The tint used for inland bodies of open water is darker than that used to depict the sea.	
Chapter 1 Reference 17.7.7.1 **Standard**	17.7.7 Contours 17.7.7.1 Contours shall be shown. The selection of intervals shall be governed by the requirement to depict clearly the relief features required in air navigation.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Less protective or partially implemented or not implemented	Only the 500-foot contour is shown. Depiction of higher elevations is by hypsomentric tint.	
Chapter 1 Reference 17.7.9.3 **Recommendation**	17.7.9.3 **Recommendation.—** *The spot elevation of the highest point on any sheet should be cleared of hypsometric tinting.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Highest chart elevation is boxed over hypsomentric tint.	

Annex Reference	AERONAUTICAL CHARTS 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 17.7.12.1 **Recommendation**	17.7.12 Wooded areas 17.7.12.1 **Recommendation.—** *Wooded areas should be shown.* *Note.— On high latitude charts, the approximate extreme northern or southern limits of tree growth may be shown.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Only exotic forests are shown.	
Chapter 1 Reference 17.8.2 **Standard**	17.8.2 The date of the isogonic information shall be indicated in the margin.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Isogonic information is at the date of issue of the chart. Annual change is shown.	
Chapter 1 Reference 17.9.2.2 **Standard**	17.9.2.2 The aerodrome elevation, the lighting available, the type of runway surface and the length of the longest runway or channel, shown in abbreviated form for each aerodrome in conformity with the example given in Appendix 2, provided they do not cause undesirable clutter on the chart, shall be indicated.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Less protective or partially implemented or not implemented	Only the aerodrome name, elevation, runway length and radio frequency are shown on the chart; other data is available in AIPNZ.	
Chapter 1 Reference 17.9.6 **Standard**	17.9.6 Radio navigation aids Radio navigation aids shall be shown by the appropriate symbol and named, but excluding their frequencies, coded designators, times of operation and other characteristics unless any or all of this information which is shown is kept up to date by means of new editions of the chart.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	More Exacting or Exceeds	Frequencies and coded designators are shown.	

Annex Reference	AERONAUTICAL CHARTS 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 17.9.7.1 **Standard**	17.9.7 Supplementary information 17.9.7.1 Aeronautical ground lights together with their characteristics or their identifications or both shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Less protective or partially implemented or not implemented	Aeronautical ground lights not shown.	

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