Annex Reference	AIR TRAFFIC SERVICES 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 2.7.1 **Standard**	**2.7 Performance-based navigation (PBN) operations** 2.7.1 In applying performance-based navigation, navigation specifications shall be prescribed by States. When applicable, the navigation specification(s) for designated areas, tracks or ATS routes shall be prescribed on the basis of regional air navigation agreements. In designating a navigation specification, limitations may apply as a result of navigation infrastructure constraints or specific navigation functionality requirements.	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	Pending.
Chapter 2 Reference 2.7.2 **Recommendation**	2.7.2 **Recommendation.—** *Performance-based navigation operations should be implemented as soon as practicable.*	CAR 91.246.	Different in character or other means of compliance	CAR 91.246 refers to RNP.	The term 'performance based navigation' has yet to be incorporated in CARs.
Chapter 2 Reference 2.8.1 **Standard**	**2.8 Performance-based communication (PBC) operations** 2.8.1 In applying performance-based communication (PBC), RCP specifications shall be prescribed by States. When applicable, the RCP specification(s) shall be prescribed on the basis of regional air navigation agreements. *Note. — In prescribing an RCP specification, limitations may apply as a result of communication infrastructure constraints or specific communication functionality requirements.*	CARs.	Less protective or partially implemented or not implemented	RCP not yet implemented.	

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Chapter 2 Reference 2.8.2 **Standard**	2.8.2 The prescribed RCP specification shall be appropriate to the air traffic services provided. *Note.— Information on the performance-based communication and surveillance (PBCS) concept and guidance material on its implementation are contained in the* Performance-based Communication and Surveillance (PBCS) Manual *(Doc 9869).*	CARs.	Less protective or partially implemented or not implemented	RCP not yet implemented.	
Chapter 2 Reference 2.11.5.3 **Standard**	2.11.5.3 If a control zone is located within the lateral limits of a control area, it shall extend upwards from the surface of the earth to at least the lower limit of the control area. *Note.— An upper limit higher than the lower limit of the overlying control area may be established when desired.*	CAR 71.53(d).	Less protective or partially implemented or not implemented	CAR 71.53(d) refers to 'another control area' rather that a control zone.	
Chapter 2 Reference 2.11.5.4 **Recommendation**	2.11.5.4 **Recommendation.—** *If a control zone is located outside of the lateral limits of a control area, an upper limit should be established.*	CAR 71.55.	Less protective or partially implemented or not implemented	Not specified in CAR 71.55.	

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Chapter 2 Reference 2.20.1 **Standard**	**2.20 Aeronautical data** 2.20.1 Determination and reporting of air traffic services-related aeronautical data shall be in accordance with the accuracy and integrity classification required to meet the needs of the end-user of aeronautical data. *Note.— Specifications concerning the accuracy and integrity classification of air traffic services-related aeronautical data are contained in PANS-AIM (Doc 10066), Appendix 1.*	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 2 Reference 2.20.2 **Standard**	2.20.2 Digital data error detection techniques shall be used during the transmission and/or storage of aeronautical data and digital data sets. *Note.— Detailed specifications concerning digital data error detection techniques are contained in PANS-AIM (Doc 10066).*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	

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Chapter 2 Reference 2.22.4 **Standard**	2.22.4 The air traffic services responsible for the provision of raw aeronautical information/data to the aeronautical information services shall do so while taking into account accuracy and integrity requirements necessary to meet the needs of the end-user of aeronautical data. *Note 1.— Specifications concerning the accuracy and integrity classification of air traffic services-related aeronautical data are contained in PANS-AIM (Doc 10066), Appendix 1.* *Note 2.— Specifications for the issue of a NOTAM, SNOWTAM and ASHTAM are contained in Annex 15, Chapter 6.* *Note 3.— Reports of volcanic activity comprise the information detailed in Annex 3, Chapter 4.* *Note 4.— AIRAC information is distributed by the aeronautical information service at least 42 days in advance of the AIRAC effective dates with the objective of reaching recipients at least 28 days in advance of the effective date.* *Note 5.— The schedule of the predetermined, internationally agreed AIRAC common effective dates at intervals of 28 days and guidance for the AIRAC use are contained in the* Aeronautical Information Services Manual *(Doc 8126, Chapter 2, 2.6).*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	

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Chapter 2 Reference 2.24.1.1 **Recommendation**	2.24.1.1 **Recommendation.—** *In communications between ATS units and aircraft in the event of an emergency, Human Factors principles should be observed.* *Note.— Guidance material on Human Factors principles can be found in the* Human Factors Training Manual *(Doc 9683)*.	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 2 Reference 2.25.1.2.1 **Standard**	2.25.1.2.1 The air traffic services unit shall, as necessary, inform the appropriate military unit as soon as the identity of the aircraft has been established.	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	

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Chapter 2 Reference 2.25.2.1 **Standard**	2.25.2 Interception of civil aircraft 2.25.2.1 As soon as an air traffic services unit learns that an aircraft is being intercepted in its area of responsibility, it shall take such of the following steps as are appropriate in the circumstances: a) attempt to establish two-way communication with the intercepted aircraft via any means available, including the emergency radio frequency 121.5 MHz, unless such communication already exists; b) inform the pilot of the intercepted aircraft of the interception; c) establish contact with the intercept control unit maintaining two-way communication with the intercepting aircraft and provide it with available information concerning the aircraft; d) relay messages between the intercepting aircraft or the intercept control unit and the intercepted aircraft, as necessary; e) in close coordination with the intercept control unit take all necessary steps to ensure the safety of the intercepted aircraft; f) inform ATS units serving adjacent flight information regions if it appears that the aircraft has strayed from such adjacent flight information regions.	CAR 172.109(b).	Less protective or partially implemented or not implemented	Detailed procedures not specified in CARs.	

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Chapter 2 Reference 2.25.2.2 **Standard**	2.25.2.2 As soon as an air traffic services unit learns that an aircraft is being intercepted outside its area of responsibility, it shall take such of the following steps as are appropriate in the circumstances: a) inform the ATS unit serving the airspace in which the interception is taking place, providing this unit with available information that will assist in identifying the aircraft and requesting it to take action in accordance with 2.25.2.1; b) relay messages between the intercepted aircraft and the appropriate ATS unit, the intercept control unit or the intercepting aircraft.	CAR 172.109(b).	Less protective or partially implemented or not implemented	Detailed procedure not specified in CARs.	
Chapter 2 Reference 2.26.3 **Standard**	2.26.3 Air traffic services unit clocks and other time-recording devices shall be checked as necessary to ensure correct time to within plus or minus 30 seconds of UTC. Wherever data link communications are utilized by an air traffic services unit, clocks and other time-recording devices shall be checked as necessary to ensure correct time to within 1 second of UTC.	CAR 172.101(a)(2).	Less protective or partially implemented or not implemented	Data link accuracy not specified in rule.	

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Chapter 2 Reference 2.28.1 **Standard**	**2.28 Fatigue management** *Note.— Guidance on the development and implementation of fatigue management regulations is contained in the* Manual for the Oversight of Fatigue Management Approaches *(Doc 9966).* 2.28.1 States shall establish regulations for the purpose of managing fatigue in the provision of air traffic control services. These regulations shall be based upon scientific principles, knowledge and operational experience, with the aim of ensuring that air traffic controllers perform at an adequate level of alertness. To that aim, States shall establish: a) regulations that prescribe scheduling limits in accordance with Appendix 5; and b) where authorizing air traffic services providers to use a fatigue risk management system (FRMS) to manage fatigue, FRMS regulations in accordance with Appendix 6.	Health and Safety at Work Act 2015, CAR Part 100, CAR Part 172.55 CAR Part 100	Different in character or other means of compliance	Fatigue is managed through a variety of tools which achieve the same outcome as the standard.	FState legislation; Health and safety Safety at Work Act 2015 Which requires all employers to mitigate safety risks Including fatigue as much as Practical. Operators also have obligations Under CAR Part 100 to have Safety management system which the operators must identify and develop processes to addresses safety risks and hazards such as fatigue. CAR Part 172.55 allows the Director to prescribe duty time limitations.

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Chapter 2 Reference 2.28.2 **Standard**	2.28.2 States shall require that the air traffic services provider, for the purposes of managing its fatigue-related safety risks, establish one of the following: a) air traffic controller schedules commensurate with the service(s) provided and in compliance with the prescriptive limitation regulations established by the State in accordance with 2.28.1 a); or b) an FRMS, in compliance with regulations established by the State in accordance with 2.28.1 b), for the provision of all air traffic control services; or c) an FRMS, in compliance with regulations established by the State in accordance with 2.28.1 b), for a defined part of its air traffic control services in conjunction with schedules in compliance with the prescriptive limitation regulations established by the State in accordance with 2.28.1 a) for the remainder of its air traffic control services.	Health and Safety at Work Act 2015, CAR Part 100, CAR Part 172.55	Less protective or partially implemented or not implemented	New Zealand does not have a FRSMs or prescriptive limitation regulations but achieves the same outcome.	Fatigue is managed through Employers obligations under the Health and Safety at Work Act 2015, and CAR Part 100. CAR Part 172.55 allows the Director to set prescriptive duty limits.

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Chapter 2 Reference 2.28.3 **Standard**	2.28.3 Where the air traffic services provider complies with prescriptive limitation regulations in the provision of part or all of its air traffic control services in accordance with 2.28.2 a), the State: a) shall require evidence that the limitations are not exceeded and that non-duty period requirements are met; b) shall require that the air traffic services provider familiarize its personnel with the principles of fatigue management and its policies with regard to fatigue management; c) shall establish a process to allow variations from the prescriptive limitation regulations to address any additional risks associated with sudden, unforeseen operational circumstances; and d) may approve variations to these regulations using an established process in order to address strategic operational needs in exceptional circumstances, based on the air traffic services provider demonstrating that any associated risk is being managed to a level of safety equivalent to, or better than, that achieved through the prescriptive fatigue management regulations. *Note.— Complying with the prescriptive limitations regulations does not relieve the air traffic services provider of the responsibility to manage its risks, including fatigue-related risks, using its SMS in accordance with the provisions of Annex 19.*	CAR Part 101	Different in character or other means of compliance	Maintain monitoring through Safety Management System.	

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Chapter 2 Reference 2.28.4 **Standard**	2.28.4 Where an air traffic services provider implements an FRMS to manage fatigue-related safety risks in the provision of part or all of its air traffic control services in accordance with 2.28.2 b), the State shall: a) require the air traffic services provider to have processes to integrate FRMS functions with its other safety management functions; and b) approve an FRMS, according to a documented process, that provides a level of safety acceptable to the State. *Note.— Provisions on the protection of safety information, which support the continued availability of information required by an FRMS, are contained in Annex 19.*	CAR Part 101/AC 101	Less protective or partially implemented or not implemented	Do not set out specific requirement for FRMs but can have approval if an operator choses to integrate a FRSMs through an SMS.	

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Chapter 2 Reference 2.29 **Standard**	**2.29 Safety management** *Note.— Annex 19 includes the safety management provisions applicable to ATS providers. Further guidance is contained in the* Safety Management Manual (SMM) *(Doc 9859) and associated procedures are contained in the* PANS-ATM *(Doc 4444).* Any significant safety-related change to the ATS system, including the implementation of a reduced separation minimum or a new procedure, shall only be effected after a safety risk assessment has demonstrated that an acceptable level of safety will be met and users have been consulted. When appropriate, the responsible authority shall ensure that adequate provision is made for post-implementation monitoring to verify that the defined level of safety continues to be met. *Note.— When, due to the nature of the change, the acceptable level of safety cannot be expressed in quantitative terms, the safety risk assessment may rely on operational judgement.*	CARs, Part 172.	Less protective or partially implemented or not implemented	Not specified.	Note: standard practice, despite not being specified in rules.
Chapter 2 Reference 2.33.4 **Standard**	2.33.4 To avoid confusion, identification numbers shall not be reused for a period of at least one year after cancellation of the area to which they refer.	CARs, Part 71; CAA Aeronautical Services Unit's Designation and review of airspace procedure	Different in character or other means of compliance	The one-year limit is not specified, but there are checks to avoid duplication of designators.	

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Chapter 3 Reference 3.1 **Standard**	**CHAPTER 3. AIR TRAFFIC CONTROL SERVICE** **3.1 Application** Air traffic control service shall be provided: a) to all IFR flights in airspace Classes A, B, C, D and E; b) to all VFR flights in airspace Classes B, C and D; c) to all special VFR flights; d) to all aerodrome traffic at controlled aerodromes.	CAR Part 1; CAR 172.75(b); CAR Part 71 Subparts B and C.	Less protective or partially implemented or not implemented	Difference:- 3.1 (b): Class C airspace – traffic information must be provided to VFR flights about other VFR flights and traffic avoidance information must be provided to VFR flights on request. Class D airspace – traffic information must be provided to VFR flights. Difference:- 3.1 (c): Class C airspace – separation is required between special VFR flights when the flight visibility is reported to be less than 5 km. Class D airspace – separation is required between special VFR flights when the flight visibility is reported to be less than 5 km. Class E airspace – traffic information must be provided where practicable to VFR flights.	

Annex Reference	AIR TRAFFIC SERVICES 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 3 Reference 3.3.3 **Recommendation**	3.3.3 **Recommendation.—** *Air traffic control units should be equipped with devices that record background communication and the aural environment at air traffic controller work stations, capable of retaining the information recorded during at least the last twenty-four hours of operation.* *Note.— Provisions related to the non-disclosure of recordings and transcripts of recordings from air traffic control units are contained in Annex 13, 5.12.*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	RTF and telephone communications are recorded, as are data transmissions (including radar data) but no provision is made for recording aural environment at work stations.

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Chapter 3 Reference 3.4.1 **Standard**	**3.4 Separation minima** 3.4.1 The selection of separation minima for application within a given portion of airspace shall be as follows: a) the separation minima shall be selected from those prescribed by the provisions of the PANS-ATM (Doc 4444) and the *Regional Supplementary Procedures* as applicable under the prevailing circumstances except that, where types of aids are used or circumstances prevail which are not covered by current ICAO provisions, other separation minima shall be established as necessary by: 1) the appropriate ATS authority, following consultation with operators, for routes or portions of routes contained within the sovereign airspace of a State; 2) regional air navigation agreements for routes or portions of routes contained within airspace over the high seas or over areas of undetermined sovereignty. *Note.— Details of current separation minima prescribed by ICAO are contained in the PANS-ATM (Doc 4444) and the* Regional Supplementary Procedures *(Doc 7030).* b) the selection of separation minima shall be made in consultation between the appropriate ATS authorities responsible for the provision of air traffic services in neighbouring airspace when: 1) traffic will pass from one into the other of the neighbouring airspaces;	CAR 172.75(c), 172.77(a)(4), CAR 172.77(f). CAR Part 172 Subpart E.	Less protective or partially implemented or not implemented	New Zealand allows a reduced runway separation at night when a departing aircraft has reached a point at least 1,800 metres ahead of a following departing aircraft. (Doc 4444 Paragraph 7.8.3) The 1000 foot vertical separation minima below FL290 prescribed in Document 4444 may be reduced to 500 feet within controlled airspace providing: both aircraft are either medium or light wake turbulence category; and the lower aircraft is a VFR or Special VFR flight and operating at an altitude of 4500 feet or below. When the IFR flight is a 'Heavy' the minimum shall always be 1000 feet for reasons of wake turbulence. — CAR 172.251	

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	2) routes are closer to the common boundary of the neighbouring airspaces than the separation minima applicable in the circumstances. *Note.— The purpose of this provision is to ensure, in the first case, compatibility on both sides of the line of transfer of traffic, and, in the other case, adequate separation between aircraft operating on both sides of the common boundary*.				
Chapter 3 Reference 3.7.3.1 **Standard**	3.7.3 Read-back of clearances and safety-related information 3.7.3.1 The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: a) ATC route clearances; b) clearances and instructions to enter, land on, take off from, hold short of, cross and backtrack on any runway; and c) runway-in-use, altimeter settings, SSR codes, level instructions, heading and speed instructions and, whether issued by the controller or contained in ATIS broadcasts, transition levels.	AIPNZ ENR 1.1, 8.2.	Less protective or partially implemented or not implemented	The following exceptions are permitted, however, in all cases conditional clearances must be read back in full: Aircraft waiting to cross a runway may acknowledge an instruction to cross with the phrase “CROSSING (Callsign)” When a VFR aircraft is cleared by ATC to route via a published arrival or departure procedure that is identical to that initially requested by the pilot, there is no requirement for the pilot to read back the clearance in full. The aircraft must transmit its call sign as an acknowledgement.	

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Chapter 3 Reference 3.7.4.2 **Standard**	3.7.4.2 When coordination as in 3.7.4.1 has not been achieved or is not anticipated, the aircraft shall be cleared only to that point where coordination is reasonably assured; prior to reaching such point, or at such point, the aircraft shall receive further clearance, holding instructions being issued as appropriate.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 3 Reference 3.7.4.2.1 **Standard**	3.7.4.2.1 When prescribed by the appropriate ATS authority, aircraft shall contact a downstream air traffic control unit, for the purpose of receiving a downstream clearance prior to the transfer of control point.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 3 Reference 3.7.4.2.1.1 **Standard**	3.7.4.2.1.1 Aircraft shall maintain the necessary two-way communication with the current air traffic control unit whilst obtaining a downstream clearance.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 3 Reference 3.7.4.2.1.2 **Standard**	3.7.4.2.1.2 A clearance issued as a downstream clearance shall be clearly identifiable as such to the pilot.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	

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Chapter 3 Reference 3.7.4.2.1.3 **Standard**	3.7.4.2.1.3 Unless coordinated, downstream clearances shall not affect the aircraft's original flight profile in any airspace, other than that of the air traffic control unit responsible for the delivery of the downstream clearance. *Note.— Requirements relating to the application of downstream clearance delivery service are specified in Annex 10, Volume II. Guidance material is contained in the* Manual of Air Traffic Services Data Link Applications *(Doc 9694)*.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 3 Reference 3.7.4.2.1.4 **Recommendation**	3.7.4.2.1.4 **Recommendation.—** *Where practicable, and where data link communications are used to facilitate down-stream clearance delivery, two-way voice communications between the pilot and the air traffic control unit providing the downstream clearance should be available.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 3 Reference 3.7.4.3 **Standard**	3.7.4.3 When an aircraft intends to depart from an aerodrome within a control area to enter another control area within a period of thirty minutes, or such other specific period of time as has been agreed between the area control centres concerned, coordination with the subsequent area control centre shall be effected prior to issuance of the departure clearance.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	

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Chapter 3 Reference 3.9.1 **Recommendation**	**3.9 Provision of radar and ADS-B** **Recommendation.**— *Radar and ADS-B ground systems should provide for the display of safety-related alerts and warnings, including conflict alert, conflict prediction, minimum safe altitude warning and unintentionally duplicated SSR codes.*	MATS RAC 6.	Less protective or partially implemented or not implemented	Implemented for radar only - ADS-B not used.	

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Chapter 3 Reference 3.10.1 **Recommendation**	**3.10 Use of surface movement radar (SMR)** **Recommendation.—** *In the absence of visual observation of all or part of the manoeuvring area or to supplement visual observation, surface movement radar (SMR) provided in accordance with the provisions of Annex 14, Volume I, or other suitable surveillance equipment, should be utilized to:* *a) monitor the movement of aircraft and vehicles on the manoeuvring area;* *b) provide directional information to pilots and vehicle drivers as necessary; and* *c) provide advice and assistance for the safe and efficient movement of aircraft and vehicles on the manoeuvring area.* *Note.— See the* Manual of Surface Movement Guidance and Control Systems (SMGCS) *(Doc 9476), the* Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual *(Doc 9830) and the* Air Traffic Services Planning Manual *(Doc 9426) for guidance on the use of SMR.* _____	CAR Part 172.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 4 Reference 4.2.2 **Standard**	4.2.2 Flight information service provided to flights shall include, in addition to that outlined in 4.2.1, the provision of information concerning: a) weather conditions reported or forecast at departure, destination and alternate aerodromes; b) collision hazards, to aircraft operating in airspace Classes C, D, E, F and G; c) for flight over water areas, in so far as practicable and when requested by a pilot, any available information such as radio call sign, position, true track, speed, etc., of surface vessels in the area. *Note 1.— The information in b), including only known aircraft, the presence of which might constitute a collision hazard to the aircraft informed, will sometimes be incomplete and air traffic services cannot assume responsibility for its issuance at all times or for its accuracy.* *Note 2.— When there is a need to supplement collision hazard information provided in compliance with b), or in case of temporary disruption of flight information service, traffic information broadcasts by aircraft may be applied in designated airspaces. Guidance on traffic information broadcasts by aircraft and related operating procedures is contained in Attachment B.*	a) CAR 172.93(b)(2); b) MATS RAC 10, 1.7 Traffic Information.	Less protective or partially implemented or not implemented	c) Not implemented.	
Chapter 4 Reference 4.2.3 **Recommendation**	4.2.3 **Recommendation.—** *ATS units should transmit, as soon as practicable, special air-reports to other aircraft concerned, to the associated meteorological office, and to other ATS units concerned. Transmissions to aircraft should be continued for a period to be determined by agreement between the meteorological and air traffic services authorities concerned.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 4 Reference 4.2.4 **Standard**	4.2.4 Flight information service provided to VFR flights shall include, in addition to that outlined in 4.2.1, the provision of available information concerning traffic and weather conditions along the route of flight that are likely to make operation under the visual flight rules impracticable.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	CAR 172.93(b)(2) provides for provision of reported and forecast weather conditions at destination and alternate aerodromes.
Chapter 4 Reference 4.3.1.1 **Standard**	**4.3 Operational flight information service broadcasts** 4.3.1 Application 4.3.1.1 The meteorological information and operational information concerning radio navigation services and aerodromes included in the flight information service shall, whenever available, be provided in an operationally integrated form.	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 4 Reference 4.3.1.2 **Recommendation**	4.3.1.2 **Recommendation.—** *Where integrated operational flight information messages are to be transmitted to aircraft, they should be transmitted with the content and, where specified, in the sequence indicated, for the various phases of flight.*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	

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Chapter 4 Reference 4.3.1.3 **Recommendation**	4.3.1.3 **Recommendation.—** *Operational flight information service broadcasts, when provided, should consist of messages containing integrated information regarding selected operational and meteorological elements appropriate to the various phases of flight. These broadcasts should be of three major types, i.e. HF, VHF and ATIS.*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 4 Reference 4.3.1.4 **Standard**	4.3.1.4 *Use of the OFIS messages in directed request/reply transmissions* When requested by the pilot, the applicable OFIS message(s) shall be transmitted by the appropriate ATS unit.	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 4 Reference 4.3.2.1 **Recommendation**	4.3.2 HF operational flight information service (OFIS) broadcasts 4.3.2.1 **Recommendation.—** *HF operational flight information service (OFIS) broadcasts should be provided when it has been determined by regional air navigation agreements that a requirement exists.*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	

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Chapter 4 Reference 4.3.2.2 **Recommendation**	4.3.2.2 **Recommendation.—** *Whenever such broadcasts are provided:* *a) the information should be in accordance with 4.3.2.5, as applicable, subject to regional air navigation agreements;* *b) the aerodromes for which reports and forecasts are to be included should be as determined by regional air navigation agreements;* *c) the time-sequencing of stations participating in the broadcast should be as determined by regional air navigation agreements;* *d) the HF OFIS broadcast message should take into consideration human performance. The broadcast message should not exceed the length of time allocated for it by regional air navigation agreements, care being taken that the readability is not impaired by the speed of the transmission;* *Note.— Guidance material on human performance can be found in the* Human Factors Training Manual *(Doc 9683).* *e) each aerodrome message should be identified by the name of the aerodrome to which the information applies;* *f) when information has not been received in time for a broadcast, the latest available information should be included together with the time of that observation;* *g) the full broadcast message should be repeated if this is feasible within the remainder of the time*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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
	allotted to the broadcasting station; *h) the broadcast information should be updated immediately a significant change occurs; and* *i) the HF OFIS message should be prepared and disseminated by the most appropriate unit(s) as designated by each State.*				
Chapter 4 Reference 4.3.2.3 **Recommendation**	4.3.2.3 **Recommendation.—** *Pending the development and adoption of a more suitable form of speech for universal use in aeronautical radiotelephony communications, HF OFIS broadcasts concerning aerodromes designated for use by international air services should be available in the English language.*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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 4 Reference 4.3.2.5 **Recommendation**	4.3.2.5 **Recommendation.—** *HF operational flight information service broadcast messages should contain the following information in the sequence indicated or as determined by regional air navigation agreements:* *a) En-route weather information* *Information on significant en-route weather phenomena should be in the form of available SIGMET as prescribed in Annex 3.* *b) Aerodrome information including:* *1) name of aerodrome;* *2) time of observation;* *3) essential operational information;* *4) surface wind direction and speed; if appropriate, maximum wind speed;* **5) visibility and, when applicable, runway visual range (RVR);* **6) present weather;* **7) cloud below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available; and* *8) aerodrome forecast.* --- * These elements are replaced by the term “CAVOK”	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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
	whenever the conditions as specified in the PANS-ATM (Doc 4444), Chapter 11 prevail.				
Chapter 4 Reference 4.3.3.1 **Recommendation**	4.3.3 VHF operational flight information service (OFIS) broadcasts 4.3.3.1 **Recommendation.—** *VHF operational flight information service broadcasts should be provided as determined by regional air navigation agreements*.	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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 4 Reference 4.3.3.2 **Recommendation**	4.3.3.2 **Recommendation.—** *Whenever such broadcasts are provided:* *a) the aerodromes for which reports and forecasts are to be included should be as determined by regional air navigation agreements;* *b) each aerodrome message should be identified by the name of the aerodrome to which the information applies;* *c) when information has not been received in time for a broadcast, the latest available information should be included together with the time of that observation;* *d) the broadcasts should be continuous and repetitive;* *e) The VHF OFIS broadcast message should take into consideration human performance. The broadcast message should, whenever practicable, not exceed five minutes, care being taken that the readability is not impaired by the speed of the transmission;* *Note.— Guidance material on human performance can be found in the* Human Factors Training Manual *(Doc 9683).* *f) the broadcast message should be updated on a scheduled basis as determined by regional air navigation agreements. In addition, it should be expeditiously updated immediately a significant change occurs; and* *g) the VHF OFIS message should be prepared and disseminated by the most appropriate unit(s) as designated by each State.*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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 4 Reference 4.3.3.3 **Recommendation**	4.3.3.3 **Recommendation.—** *Pending the development and adoption of a more suitable form of speech for universal use in aeronautical radiotelephony communications, VHF OFIS broadcasts concerning aerodromes designated for use by international air services should be available in the English language.*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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 4 Reference 4.3.3.5 **Recommendation**	4.3.3.5 **Recommendation.—** *VHF operational flight information service broadcast messages should contain the following information in the sequence indicated:* *a) name of aerodrome;* *b) time of observation;* *c) landing runway;* *d) significant runway surface conditions and, if appropriate, braking action;* *e) changes in the operational state of the radio navigation services, if appropriate;* *f) holding delay, if appropriate;* *g) surface wind direction and speed; if appropriate, maximum wind speed;* **h) visibility and, when applicable, runway visual range (RVR);* **i) present weather;* **j) cloud below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility, when available;* *†k) air temperature;* *†l) dew point temperature;* *†m) QNH altimeter setting;*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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
	n) supplementary information on recent weather of operational significance and, where necessary, wind shear; *o) trend forecast, when available; and* *p) notice of current SIGMET messages.* --- * These elements are replaced by the term "CAVOK" whenever the conditions as specified in the PANS-ATM (Doc 4444), Chapter 11 prevail. † As determined on the basis of regional air navigation agreements.				
Chapter 4 Reference 4.3.4.5 **Standard**	4.3.4.5 The information contained in the current broadcast shall immediately be made known to the ATS unit(s) concerned with the provision to aircraft of information relating to approach, landing and takeoff, whenever the message has not been prepared by that (those) unit(s). *Note.— The requirements for the provision of ATIS that applies to both Voice-ATIS and D-ATIS are contained in 4.3.6 below.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	ATIS broadcasts originate from, and are monitored by, Tower Controllers.

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Chapter 4 Reference 4.3.4.8 **Recommendation**	4.3.4.8 **Recommendation.—** *The Voice-ATIS broadcast message should, whenever practicable, not exceed 30 seconds, care being taken that the readability of the ATIS message is not impaired by the speed of the transmission or by the identification signal of a navigation aid used for transmission of ATIS. The ATIS broadcast message should take into consideration human performance.* *Note.— Guidance material on human performance can be found in the* Human Factors Training Manual *(Doc 9683).*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	Transmissions are electronically generated and are transmitted at a speed comparable to dictation speed.
Chapter 4 Reference 4.3.5.1.1 **Standard**	4.3.5.1.1 Where real-time meteorological information is included but the data remains within the parameters of the significant change criteria, the content, for the purpose of maintaining the same designator, shall be considered identical. *Note.— Significant change criteria are specified in 2.3.2 of Appendix 3 to Annex 3.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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 4 Reference 4.3.6.1 **Standard**	4.3.6 Automatic terminal information service (voice and/or data link) 4.3.6.1 Whenever Voice-ATIS and/or D-ATIS is provided: a) the information communicated shall relate to a single aerodrome; b) the information communicated shall be updated immediately a significant change occurs; c) the preparation and dissemination of the ATIS message shall be the responsibility of the air traffic services; d) individual ATIS messages shall be identified by a designator in the form of a letter of the ICAO spelling alphabet. Designators assigned to consecutive ATIS messages shall be in alphabetical order; e) aircraft shall acknowledge receipt of the information upon establishing communication with the ATS unit providing approach control service or the aerodrome control tower, as appropriate; f) the appropriate ATS unit shall, when replying to the message in e) above or, in the case of arriving aircraft, at such other time as may be prescribed by the appropriate ATS authority, provide the aircraft with the current altimeter setting; and g) the meteorological information shall be extracted from the local meteorological routine or special report.	CAR Part 172.	Less protective or partially implemented or not implemented	Specifications for ATIS not provided in Rules.	

Annex Reference	AIR TRAFFIC SERVICES 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
	Note.— In accordance with Sections 4.1 and 4.3 of Appendix 3 to Annex 3, the surface wind direction and speed and runway visual range (RVR) are to be averaged over 2 minutes and 1 minute, respectively; and the wind information is to refer to conditions along the runway for departing aircraft and to conditions at the touchdown zone for arriving aircraft. A template for the local meteorological report, including the corresponding ranges and resolutions of each element, are in Appendix 3 to Annex 3. Additional criteria for the local meteorological report are contained in Chapter 4 of, and in Attachment D to, Annex 3.				
Chapter 4 Reference 4.3.6.2 **Standard**	4.3.6.2 When rapidly changing meteorological conditions make it inadvisable to include a weather report in the ATIS, the ATIS messages shall indicate that the relevant weather information will be given on initial contact with the appropriate ATS unit.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 4 Reference 4.3.6.3 **Standard**	4.3.6.3 Information contained in a current ATIS, the receipt of which has been acknowledged by the aircraft concerned, need not be included in a directed transmission to the aircraft, with the exception of the altimeter setting, which shall be provided in accordance with 4.3.6.1 f).	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 4 Reference 4.3.6.4 **Standard**	4.3.6.4 If an aircraft acknowledges receipt of an ATIS that is no longer current, any element of information that needs updating shall be transmitted to the aircraft without delay.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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 4 Reference 4.3.6.5 **Recommendation**	4.3.6.5 **Recommendation.—** *Contents of ATIS should be kept as brief as possible. Information additional to that specified in 4.3.7 to 4.3.9, for example information already available in aeronautical information publications (AIPs) and NOTAM, should only be included when justified in exceptional circumstances.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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 4 Reference 4.3.7 **Standard**	4.3.7 ATIS for arriving and departing aircraft ATIS messages containing both arrival and departure information shall contain the following elements of information in the order listed: a) name of aerodrome; b) arrival and/or departure indicator; c) contract type, if communication is via D-ATIS; d) designator; e) time of observation, if appropriate; f) type of approach(es) to be expected; g) the runway(s) in use; status of arresting system constituting a potential hazard, if any; h) significant runway surface conditions and, if appropriate, braking action; i) holding delay, if appropriate; j) transition level, if applicable; k) other essential operational information; l) surface wind direction (in degrees magnetic) and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	Despite not being specified in CARs, current practice reflects this Standard.

Annex Reference	AIR TRAFFIC SERVICES 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
	*m) visibility and, when applicable, RVR and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers; *n) present weather; *o) cloud below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available; p) air temperature; †q) dew point temperature; r) altimeter setting(s); s) any available information on significant meteorological phenomena in the approach and climbout areas including wind shear, and information on recent weather of operational significance; t) trend forecast, when available; and u) specific ATIS instructions. ---------- * These elements are replaced by the term "CAVOK" whenever the conditions as specified in the PANS-ATM (Doc 4444), Chapter 11 prevail. † As determined on the basis of regional air navigation				

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	agreements.				
Chapter 5 Reference 5.1.3 **Standard**	5.1.3 The appropriate ATS authority shall maintain up-to-date contact details in the OPS Control Directory for flight information centres or area control centres referred to in 5.1.2.	Not yet implemented	Less protective or partially implemented or not implemented	Not yet implemented due to other legislative priorities. Active work is currently underway to implement into New Zealand regulations	Not yet implemented due to other legislative priorities. Active work is currently underway to implement into New Zealand regulations
Chapter 5 Reference 5.1.3.1 **Recommendation**	5.1.3.1 **Recommendation**.— The contact details to be maintained in the OPS Control Directory should be those of the appropriate ATS duty supervisor position or equivalent. *Note.— Guidance on the use of the OPS Control Directory is contained in the* Manual on Global Aeronautical Distress and Safety System (GADSS) *5*	Not yet implemented	Less protective or partially implemented or not implemented	Not yet implemented	Not yet implemented due to other legislative priorities. Active work is currently underway to implement into New Zealand regulations.
Chapter 5 Reference 5.4 **Standard**	**5.4 Plotting aircraft in a state of emergency** When a state of emergency is considered to exist, the flight of the aircraft involved shall be plotted on a chart in order to determine the probable future position of the aircraft and its maximum range of action from its last known position. The flights of other aircraft known to be operating in the vicinity of the aircraft involved shall also be plotted in order to determine their probable future positions and maximum endurance.	CAR 172.97(j) and (k).	Less protective or partially implemented or not implemented	CAR 172.97(j): When a state of emergency is considered to exist, the last known position of any aircraft involved is established and recorded.	

Annex Reference	AIR TRAFFIC SERVICES 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 5 Reference 5.6.1 **Standard**	**5.6 Information to aircraft operating in the vicinity of an aircraft in a state of emergency** 5.6.1 When it has been established by an air traffic services unit that an aircraft is in a state of emergency, other aircraft known to be in the vicinity of the aircraft involved shall, except as provided in 5.6.2, be informed of the nature of the emergency as soon as practicable.	MATS RAC 7 – Alerting Service – 10.1 Inflight Emergency Response Checklists.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 5 Reference 5.6.2 **Standard**	5.6.2 When an air traffic services unit knows or believes that an aircraft is being subjected to unlawful interference, no reference shall be made in ATS air-ground communications to the nature of the emergency unless it has first been referred to in communications from the aircraft involved and it is certain that such reference will not aggravate the situation.	MATS RAC 7 – Alerting Service – 10.1 Inflight Emergency Response Checklists.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 6 Reference 6.1.5.1 **Standard**	6.1.5 For aerodrome control service 6.1.5.1 Air-ground communication facilities shall enable direct, rapid, continuous and static-free two-way communications to take place between an aerodrome control tower and appropriately equipped aircraft operating at any distance within 45 km (25 NM) of the aerodrome concerned.	CAR 172.57(b)(4).	Less protective or partially implemented or not implemented	25 NM not specified in rule.	

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Chapter 6 Reference 6.1.5.2 **Recommendation**	6.1.5.2 **Recommendation.—** *Where conditions warrant, separate communication channels should be provided for the control of traffic operating on the manoeuvring area*.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in Rule - implemented in practice.	
Chapter 6 Reference 6.2.2.3.1 **Standard**	6.2.2.3 *Description of communication facilities* 6.2.2.3.1 The communication facilities required under 6.2.2.1, 6.2.2.2.1 a) and 6.2.2.2.2 a), b) and c) shall include provisions for: a) communications by direct speech alone, or in combination with data link communications, whereby for the purpose of transfer of control using radar or ADS-B, the communications can be established instantaneously and for other purposes the communications can normally be established within fifteen seconds; and b) printed communications, when a written record is required; the message transit time for such communications being no longer than five minutes.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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 6 Reference 6.2.2.3.2 **Recommendation**	6.2.2.3.2 **Recommendation.—** *In all cases not covered by 6.2.2.3.1, the communication facilities should include provisions for:* *a) communications by direct speech alone, or in combination with data link communications, whereby the communications can normally be established within fifteen seconds; and* *b) printed communications, when a written record is required; the message transit time for such communications being no longer than five minutes.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 6 Reference 6.2.2.3.3 **Standard**	6.2.2.3.3 In all cases where automatic transfer of data to and/or from air traffic services computers is required, suitable facilities for automatic recording shall be provided.	CAR 172.115.	Less protective or partially implemented or not implemented	Not specified in rule.	
Chapter 6 Reference 6.2.2.3.4 **Recommendation**	6.2.2.3.4 **Recommendation.—** *The communication facilities required in accordance with 6.2.2.1 and 6.2.2.2 should be supplemented, as and where necessary, by facilities for other forms of visual or audio communications, for example, closed circuit television or separate information processing systems.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 6 Reference 6.2.2.3.5 **Standard**	6.2.2.3.5 The communication facilities required under 6.2.2.2.2 a), b) and c) shall include provisions for communications by direct speech arranged for conference communications.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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 6 Reference 6.2.2.3.6 **Recommendation**	6.2.2.3.6 **Recommendation.—** *The communication facilities required under 6.2.2.2.2 d) should include provisions for communications by direct speech arranged for conference communications, whereby the communications can normally be established within fifteen seconds.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 6 Reference 6.2.3.1.2 **Standard**	6.2.3.1.2 Unless otherwise prescribed on the basis of regional air navigation agreements, facilities for communications between area control centres serving contiguous control areas shall, in addition, include provisions for direct speech and, where applicable, data link communications, with automatic recording, whereby for the purpose of transfer of control using radar, ADS-B or ADS-C data, the communications can be established instantaneously and for other purposes the communications can normally be established within fifteen seconds.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 6 Reference 6.2.3.1.4 **Recommendation**	6.2.3.1.4 **Recommendation.—** *The communication facilities in 6.2.3.1.3 should permit communications to be established normally within fifteen seconds.*	CAR 172.67(d).	Less protective or partially implemented or not implemented	Time frame not specified in CARs.	
Chapter 6 Reference 6.2.3.4 **Recommendation**	6.2.3.4 **Recommendation.—** *The communication facilities in 6.2.3.2 and 6.2.3.3 should include provisions for communications by direct speech alone, or in combination with data link communications, with automatic recording, whereby for the purpose of transfer of control using radar, ADS-B or ADS-C data, the communications can be established instantaneously and for other purposes the communications can normally be established within fifteen seconds.*	CAR 172.67.	Less protective or partially implemented or not implemented	Time frame not specified in rule.	

Annex Reference	AIR TRAFFIC SERVICES 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 6 Reference 6.2.4.1 **Recommendation**	6.2.4 Procedures for direct-speech communications **Recommendation.—** *Appropriate procedures for direct-speech communications should be developed to permit immediate connections to be made for very urgent calls concerning the safety of aircraft, and the interruption, if necessary, of less urgent calls in progress at the time.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 7 Reference 7.1.1.2 **Recommendation**	7.1.1.2 **Recommendation.—** *Air traffic services units should be supplied with available detailed information on the location, vertical extent, direction and rate of movement of meteorological phenomena in the vicinity of the aerodrome, and particularly in the climb-out and approach areas, which could be hazardous to aircraft operations.* *Note.— The meteorological phenomena are listed in Annex 3, Chapter 4, 4.6.8.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 7 Reference 7.1.1.3 **Recommendation**	7.1.1.3 **Recommendation.—** *When computer-processed upper air data are made available to air traffic services units in digital form for use by air traffic services computers, the contents, format and transmission arrangements should be as agreed between the Meteorological Authority and the appropriate ATS authority.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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 7 Reference 7.1.2.1 **Standard**	7.1.2 Flight information centres and area control centres 7.1.2.1 Flight information centres and area control centres shall be supplied with meteorological information as described in Annex 3, Appendix 9, 1.3, particular emphasis being given to the occurrence or expected occurrence of weather deterioration as soon as this can be determined. These reports and forecasts shall cover the flight information region or control area and such other areas as may be determined on the basis of regional air navigation agreements. *Note.— For the purpose of this provision, certain changes in meteorological conditions are construed as deterioration in a weather element, although they are not ordinarily considered as such. An increase in temperature may, for example, adversely affect the operation of certain types of aircraft.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 7 Reference 7.1.2.2 **Standard**	7.1.2.2 Flight information centres and area control centres shall be provided, at suitable intervals, with current pressure data for setting altimeters, for locations specified by the flight information centre or area control centre concerned.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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 7 Reference 7.1.3.1 **Standard**	7.1.3 Units providing approach control service 7.1.3.1 Units providing approach control service shall be supplied with meteorological information as described in Annex 3, Appendix 9, 1.2 for the airspace and the aerodromes with which they are concerned. Special reports and amendments to forecasts shall be communicated to the units providing approach control service as soon as they are necessary in accordance with established criteria, without waiting for the next routine report or forecast. Where multiple anemometers are used, the indicators to which they are related shall be clearly marked to identify the runway and section of the runway monitored by each anemometer. *Note.— See Note following 7.1.2.1.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 7 Reference 7.1.3.3 **Standard**	7.1.3.3 Units providing approach control service for final approach, landing and take-off shall be equipped with surface wind display(s). The display(s) shall be related to the same location(s) of observation and be fed from the same sensor(s) as the corresponding display(s) in the aerodrome control tower and in the meteorological station, where such a station exists.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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 7 Reference 7.1.3.4 **Standard**	7.1.3.4 Units providing approach control service for final approach, landing and takeoff at aerodromes where runway visual range values are assessed by instrumental means shall be equipped with display(s) permitting read-out of the current runway visual range value(s). The display(s) shall be related to the same location(s) of observation and be fed from the same sensor(s) as the corresponding displays in the aerodrome control tower and in the meteorological station, where such a station exists.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 7 Reference 7.1.3.5 **Recommendation**	7.1.3.5 **Recommendation**.— *Units providing approach control service for final approach, landing and take-off at aerodromes where the height of cloud base is assessed by instrumental means should be equipped with display(s) permitting read-out of the current value(s) of the height of cloud base. The displays should be related to the same location(s) of observations and be fed from the same sensor(s) as the corresponding display(s) in the aerodrome control tower and in the meteorological station, where such a station exists.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 7 Reference 7.1.3.6 **Standard**	7.1.3.6 Units providing approach control service for final approach, landing and take-off shall be supplied with information on wind shear which could adversely affect aircraft on the approach or take-off paths or during circling approach. *Note.— Provisions concerning the issuance of wind shear warnings and alerts and ATS requirements for meteorological information are given in Annex 3, Chapter 7 and Appendices 6 and 9.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	

Annex Reference	AIR TRAFFIC SERVICES 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 7 Reference 7.1.4.1 **Standard**	7.1.4 Aerodrome control towers 7.1.4.1 Aerodrome control towers shall be supplied with meteorological information as described in Annex 3, Appendix 9, 1.1 for the aerodrome with which they are concerned. Special reports and amendments to forecasts shall be communicated to the aerodrome control towers as soon as they are necessary in accordance with established criteria, without waiting for the next routine report or forecast. *Note.— See Note following 7.1.2.1.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 7 Reference 7.1.4.4 **Standard**	7.1.4.4 Aerodrome control towers at aerodromes where runway visual range values are measured by instrumental means shall be equipped with display(s) permitting read-out of the current runway visual range value(s). The display(s) shall be related to the same location(s) of observation and be fed from the same sensor(s) as the corresponding display(s) in the meteorological station, where such a station exists.	CAR 172.57.	Less protective or partially implemented or not implemented	Not specified in rule.	
Chapter 7 Reference 7.1.4.5 **Recommendation**	7.1.4.5 **Recommendation**.— *Aerodrome control towers at aerodromes where the height of cloud base is assessed by instrumental means should be equipped with display(s) permitting read-out of the current value(s) of the height of cloud base. The displays should be related to the same location(s) of observations and be fed from the same sensor(s) as the corresponding display(s) in the meteorological station, where such a station exists.*	CAR 172.57.	Less protective or partially implemented or not implemented	Not specified in rule.	

Annex Reference	AIR TRAFFIC SERVICES 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 7 Reference 7.1.4.6 **Standard**	7.1.4.6 Aerodrome control towers shall be supplied with information on wind shear which could adversely affect aircraft on the approach or take-off paths or during circling approach and aircraft on the runway during the landing roll or take-off run.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 7 Reference 7.1.4.7 **Recommendation**	7.1.4.7 **Recommendation.—** *Aerodrome control towers and/or other appropriate units should be supplied with aerodrome warnings.* *Note.— The meteorological conditions for which aerodrome warnings are issued are listed in Annex 3, Appendix 6, 5.1.3.*	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 7 Reference 7.1.5 **Standard**	7.1.5 Communication stations Where necessary for flight information purposes, current meteorological reports and forecasts shall be supplied to communication stations. A copy of such information shall be forwarded to the flight information centre or the area control centre.	CAR Part 172.	Less protective or partially implemented or not implemented	Not specified in CARs.	

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