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 1 Reference **Definition**	**INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES** **CHAPTER 1. DEFINITIONS** *Note 1.— Throughout the text of this document the term "service" is used as an abstract noun to designate functions, or service rendered; the term "unit" is used to designate a collective body performing a service.* *Note 2.— The designation (RR) in these definitions indicates a definition which has been extracted from the Radio Regulations of the International Telecommunication Union (ITU) (see* Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies (*Doc 9718)).* When the following terms are used in the Standards and Recommended Practices for Air Traffic Services, they have the following meanings: ***Accepting unit.*** Air traffic control unit next to take control of an aircraft.	Airways Corporation of New Zealand Manual of Air Traffic Services (MATS) RAC 1.	No Difference		

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 1 Reference **Definition**	***Accident.*** An occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down, in which: a) a person is fatally or seriously injured as a result of: — being in the aircraft, or — direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or — direct exposure to jet blast, *except* when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or b) the aircraft sustains damage or structural failure which: — adversely affects the structural strength, performance or flight characteristics of the aircraft, and — would normally require major repair or replacement of the affected component, *except* for engine failure or damage, when the damage is limited to a single engine, (including	Civil Aviation (CA) Act 1990 s2.	Less protective or partially implemented or not implemented	The current definition does not refer to unmanned aircraft.	

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
	its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or c) the aircraft is missing or is completely inaccessible. *Note 1.— For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified, by ICAO, as a fatal injury.* *Note 2.— An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.* *Note 3.— The type of unmanned aircraft system to be investigated is addressed in Annex 13, 5.1.* *Note 4.— Guidance for the determination of aircraft damage can be found in Annex 13, Attachment E.*				
Chapter 1 Reference **Definition**	***ADS-C agreement.*** A reporting plan which establishes the conditions of ADS-C data reporting (i.e. data required by the air traffic services unit and frequency of ADS-C reports which have to be agreed to prior to using ADS-C in the provision of air traffic services). *Note.— The terms of the agreement will be exchanged between the ground system and the aircraft by means of a contract, or a series of contracts.*	MATS RAC 1.	No Difference		

Report on entire Annex

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 1 Reference **Definition**	***Advisory airspace.*** An airspace of defined dimensions, or designated route, within which air traffic advisory service is available.	CARs.	Not Applicable		No New Zealand airspace is designated advisory airspace.
Chapter 1 Reference **Definition**	***Advisory route.*** A designated route along which air traffic advisory service is available.	CARs.	Not Applicable		Advisory routes not used in New Zealand.
Chapter 1 Reference **Definition**	***Aerodrome.*** A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Aerodrome control service.*** Air traffic control service for aerodrome traffic.	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Aerodrome control tower.*** A unit established to provide air traffic control service to aerodrome traffic.	CAR Part 1.	No Difference		

Report on entire Annex

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 1 Reference **Definition**	***Aerodrome traffic.*** All traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome. *Note.— An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit.*	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Aeronautical fixed service (AFS).*** A telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services.	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Aeronautical Information Publication (AIP).*** A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Aeronautical mobile service (RR S1.32).*** A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radio beacon stations may also participate in this service on designated distress and emergency frequencies.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Aeronautical telecommunication station.*** A station in the aeronautical telecommunication service.	CAR Part 171.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Common usage term.

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 1 Reference **Definition**	***Airborne collision avoidance system (ACAS).*** An aircraft system based on secondary surveillance radar (SSR) transponder signals which operates independently of ground-based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders.	CARs.	Less protective or partially implemented or not implemented	Not defined in CARs.	
Chapter 1 Reference **Definition**	***Aircraft.*** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Air-ground communication.*** Two-way communication between aircraft and stations or locations on the surface of the earth.	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***AIRMET information.*** Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof.		Not Applicable		AIRMET information is not provided in New Zealand (Also Annex 3 difference).

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 1 Reference **Definition**	***Air-taxiing.*** Movement of a helicopter/VTOL above the surface of an aerodrome, normally in ground effect and at a ground speed normally less than 37 km/h (20 kt). *Note.— The actual height may vary, and some helicopters may require air-taxiing above 8 m (25 ft) AGL to reduce ground effect turbulence or provide clearance for cargo slingloads.*	AIPNZ GEN 2.2.	Different in character or other means of compliance	The term "hover taxi" is used instead of "air-taxiing".	Local usage term.
Chapter 1 Reference **Definition**	***Air traffic.*** All aircraft in flight or operating on the manoeuvring area of an aerodrome.	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Air traffic advisory service.*** A service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on IFR flight plans.	CAR Part 1.	Different in character or other means of compliance	CAR Part 1 definition substitutes "Class F airspace" for "advisory airspace".	New Zealand does not have advisory airspace.

Report on entire Annex

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 1 Reference **Definition**	***Air traffic control clearance.*** Authorization for an aircraft to proceed under conditions specified by an air traffic control unit. *Note 1.— For convenience, the term "air traffic control clearance" is frequently abbreviated to "clearance" when used in appropriate contexts.* *Note 2.— The abbreviated term "clearance" may be prefixed by the words "taxi," "take-off," "departure," "en route," "approach" or "landing" to indicate the particular portion of flight to which the air traffic control clearance relates.*	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Air traffic control service.*** A service provided for the purpose of: a) preventing collisions: 1) between aircraft, and 2) on the manoeuvring area between aircraft and obstructions; and b) expediting and maintaining an orderly flow of air traffic.	CA Act 1990 s2; CAR Part 1.	Different in character or other means of compliance	The CA Act and CAR Part 1 definition of "air traffic control service" substitutes the words "a safe and efficient" for the words "an orderly".	
Chapter 1 Reference **Definition**	***Air traffic control unit.*** A generic term meaning variously, area control centre, approach control unit or aerodrome control tower.	CAR Part 1.	No Difference		

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 1 Reference **Definition**	***Air traffic controller schedule.*** A plan for allocating air traffic controller duty periods and non-duty periods over a period of time, otherwise referred to as a roster.	CAT Part 172.	Less protective or partially implemented or not implemented	Not specifically defined.	FRMS for air traffic controllers is currently under consideration; no definite time frame yet.
Chapter 1 Reference **Definition**	***Air traffic flow management (ATFM).*** A service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilized to the maximum extent possible and that the traffic volume is compatible with the capacities declared by the appropriate ATS authority.	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Air traffic service.*** A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Air traffic services airspaces.*** Airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified. *Note.— ATS airspaces are classified as Class A to G as described in 2.6.*	CARs.	Different in character or other means of compliance	Not specifically defined in CARs.	Rules for designation and classification of airspace are prescribed in CAR Part 71 Designation and Classification of Airspace.

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 1 Reference **Definition**	***Air traffic services reporting office.*** A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure. *Note.— An air traffic services reporting office may be established as a separate unit or combined with an existing unit, such as another air traffic services unit, or a unit of the aeronautical information service.*	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Air traffic services unit.*** A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.	CAR Part 1. CA Act 1990.	No Difference		
Chapter 1 Reference **Definition**	***Airway.*** A control area or portion thereof established in the form of a corridor.		Not Applicable		No control areas in New Zealand are designated "airways".
Chapter 1 Reference **Definition**	***ALERFA.*** The code word used to designate an alert phase.	CAR 172.97(a).	No Difference		

Report on entire Annex

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 1 Reference **Definition**	***Alerting service.*** A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required.	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Alert phase.*** A situation wherein apprehension exists as to the safety of an aircraft and its occupants.	CAR 172.97(f)(2).	More Exacting or Exceeds	Rule is more detailed.	

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

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 1 Reference **Definition**	***Approach control service.*** Air traffic control service for arriving or departing controlled flights.	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Approach control unit.*** A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.	CAR Part 1.	Different in character or other means of compliance	"Office" used instead of "unit".	
Chapter 1 Reference **Definition**	***Appropriate ATS authority.*** The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Actual designation is in CA Act 1990 s99.
Chapter 1 Reference **Definition**	***Apron.*** A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Apron management service.*** A service provided to regulate the activities and the movement of aircraft and vehicles on an apron.	CAR Part 1.	No Difference		

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 1 Reference **Definition**	***Area control centre.*** A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Area control service.*** Air traffic control service for controlled flights in control areas.	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Area navigation (RNAV).*** A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these. *Note.— Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.*	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Area navigation route.*** An ATS route established for the use of aircraft capable of employing area navigation.	MATS RAC 1.	No Difference		

Report on entire Annex

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 1 Reference **Definition**	***ATS route.*** A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services. *Note 1.— The term "ATS route" is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure route, etc.* *Note 2.— An ATS route is defined by route specifications which include an ATS route designator, the track to or from significant points (waypoints), distance between significant points, reporting requirements and, as determined by the appropriate ATS authority, the lowest safe altitude.*	AIP New Zealand ENR 3.1 and ENR 3.2.	No Difference		
Chapter 1 Reference **Definition**	***Automatic dependent surveillance — broadcast (ADS-B)***. A means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Automatic dependent surveillance — contract (ADS-C)***. A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports. *Note.— The abbreviated term "ADS contract" is commonly used to refer to ADS event contract, ADS demand contract, ADS periodic contract or an emergency mode.*	MATS RAC 1.	No Difference		

Report on entire Annex

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 1 Reference **Definition**	***Automatic terminal information service (ATIS).*** The automatic provision of current, routine information to arriving and departing aircraft throughout 24 hours or a specified portion thereof: *Data link-automatic terminal information service (D-ATIS).* The provision of ATIS via data link. *Voice-automatic terminal information service (Voice-ATIS).* The provision of ATIS by means of continuous and repetitive voice broadcasts.	AIP New Zealand GEN 3.4, 3.4.	Different in character or other means of compliance	D-ATIS and Voice-ATIS not separately defined.	D-ATIS not used in New Zealand.
Chapter 1 Reference **Definition**	***Base turn.*** A turn executed by the aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track. The tracks are not reciprocal. *Note.— Base turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual procedure.*	AIPNZ ENR 1.5, 4.13.	Different in character or other means of compliance	AIPNZ describes "base turn" as consisting of "a specified outbound track and timing from a facility, followed by a turn to intercept the inbound track".	
Chapter 1 Reference **Definition**	***Calendar.*** Discrete temporal reference system that provides the basis for defining temporal position to a resolution of one day (ISO 19108*). ---------- * All ISO Standards are listed at the end of this chapter.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Common usage term.

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 1 Reference **Definition**	***Change-over point.*** The point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft. *Note.— Change-over points are established to provide the optimum balance in respect of signal strength and quality between facilities at all levels to be used and to ensure a common source of azimuth guidance for all aircraft operating along the same portion of a route segment.*	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Clearance limit.*** The point to which an aircraft is granted an air traffic control clearance.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Conference communications.*** Communication facilities whereby direct speech conversation may be conducted between three or more locations simultaneously.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Common usage term.
Chapter 1 Reference **Definition**	***Control area.*** A controlled airspace extending upwards from a specified limit above the earth.	CAR Part 1.	No Difference		

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 1 Reference **Definition**	***Controlled aerodrome.*** An aerodrome at which air traffic control service is provided to aerodrome traffic. *Note.— The term "controlled aerodrome" indicates that air traffic control service is provided to aerodrome traffic but does not necessarily imply that a control zone exists.*	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Controlled airspace.*** An airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification. *Note.— Controlled airspace is a generic term which covers ATS airspace Classes A, B, C, D and E as described in 2.6.*	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Controlled flight.*** Any flight which is subject to an air traffic control clearance.	CA Act 1990; s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Controller-pilot data link communications (CPDLC).*** A means of communication between controller and pilot, using data link for ATC communications.	MATS RAC 1.	No Difference		

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 1 Reference **Definition**	***Control zone.*** A controlled airspace extending upwards from the surface of the earth to a specified upper limit.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Cruising level.*** A level maintained during a significant portion of a flight.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Current flight plan (CPL).*** The flight plan that reflects changes to the filed flight plan, if any, by subsequent ATC clearances.	Part 91	Different in character or other means of compliance	No specific definiton but is addressed in Part 91	
Chapter 1 Reference **Definition**	***Cyclic redundancy check (CRC).*** A mathematical algorithm applied to the digital expression of data that provides a level of assurance against loss or alteration of data.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Beyond scope of rules.
Chapter 1 Reference **Definition**	***Danger area.*** An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.	CAR 71.161; AIPNZ ENR 5.1-4.	Different in character or other means of compliance	Wording varies slightly from this definition.	

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 1 Reference **Definition**	***Data accuracy.*** A degree of conformance between the estimated or measured value and the true value.	Civil Aviation Rules (CARs).	Less protective or partially implemented or not implemented	Not defined in CARs.	Common usage term.
Chapter 1 Reference **Definition**	***Data integrity (assurance level).*** A degree of assurance that an aeronautical data and its value has not been lost or altered since the origination or authorized amendment.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Common usage.
Chapter 1 Reference **Definition**	***Data link communications.*** A form of communication intended for the exchange of messages via a data link.	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Data quality.*** A degree or level of confidence that the data provided meets the requirements of the data user in terms of accuracy, resolution and integrity (or equivalent assurance level), traceability, timeliness, completeness and format.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Datum.*** Any quantity or set of quantities that may serve as a reference or basis for the calculation of other quantities (ISO 19104*). ---------- * All ISO Standards are listed at the end of this chapter.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Common usage term.

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 1 Reference **Definition**	***Declared capacity***. A measure of the ability of the ATC system or any of its subsystems or operating positions to provide service to aircraft during normal activities. It is expressed as the number of aircraft entering a specified portion of airspace in a given period of time, taking due account of weather, ATC unit configuration, staff and equipment available, and any other factors that may affect the workload of the controller responsible for the airspace.	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***DETRESFA.*** The code word used to designate a distress phase.	CAR 172.97(a).	No Difference		
Chapter 1 Reference **Definition**	***Distress phase.*** A situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.	MATS RAC 1; CAR 172.97(f)(3).	No Difference		
Chapter 1 Reference **Definition**	***Downstream clearance***. A clearance issued to an aircraft by an air traffic control unit that is not the current controlling authority of that aircraft.	MATS RAC 1.	No Difference		

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 1 Reference **Definition**	***Duty.*** Any task that an air traffic controller is required by an air traffic services provider to perform. These tasks include those performed during time-in-position, administrative work and training.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in ATS context.	FRMS for air traffic controllers is currently under consideration; no definite time frame yet.
Chapter 1 Reference **Definition**	***Duty period.*** A period which starts when an air traffic controller is required by an air traffic services provider to report for or to commence a duty and ends when that person is free from all duties.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in ATS context.	FRMS for air traffic controllers is currently under consideration; no definite time frame yet.
Chapter 1 Reference **Definition**	***Emergency phase.*** A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Fatigue.*** A physiological state of reduced mental or physical performance capability resulting from sleep loss, extended wakefulness, circadian phase, and/or workload (mental and/or physical activity) that can impair a person's alertness and ability to perform safety-related operational duties.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in ATS context.	FRMS for air traffic controllers is currently under consideration; no definite time frame yet.
Chapter 1 Reference **Definition**	***Fatigue risk management system (FRMS).*** A data-driven means of continuously monitoring and managing fatigue-related safety risks, based upon scientific principles, knowledge and operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in ATS context.	FRMS for air traffic controllers is currently under consideration; no definite time frame yet.

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 1 Reference **Definition**	***Final approach.*** That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified, a) at the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified; or b) at the point of interception of the last track specified in the approach procedure; and ends at a point in the vicinity of an aerodrome from which: 1) a landing can be made; or 2) a missed approach procedure is initiated.	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Flight crew member.*** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.	CAR Part 1.	Different in character or other means of compliance	Flight crew member means a crew member assigned by an operator for duty in an aircraft during flight time as a pilot or flight engineer.	Flight crew licences other than pilot and flight engineer are not issued by New Zealand.
Chapter 1 Reference **Definition**	***Flight information centre.*** A unit established to provide flight information service and alerting service.	CAR Part 1.	No Difference		

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 1 Reference **Definition**	***Flight information region.*** An airspace of defined dimensions within which flight information service and alerting service are provided.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Flight information service.*** A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Flight level.*** A surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals. *Note 1.— A pressure type altimeter calibrated in accordance with the Standard Atmosphere:* *a) when set to a QNH altimeter setting, will indicate altitude;* *b) when set to a QFE altimeter setting, will indicate height above the QFE reference datum;* *c) when set to a pressure of 1 013.2 hPa, may be used to indicate flight levels.* *Note 2.— The terms "height" and "altitude", used in Note 1 above, indicate altimetric rather than geometric heights and altitudes.*	CAR Part 1.	No Difference		

Report on entire Annex

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 1 Reference **Definition**	***Flight plan.*** Specified information relative to an intended flight or portion of a flight of an aircraft. *Note 1.— The term flight plan may be prefixed by the words "preliminary", "filed", "current" or "operational" to indicate the context and different stages of a flight.* *Note 2.— When the word "message" is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.*	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Forecast.*** A statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Common usage term.
Chapter 1 Reference **Definition**	***Geodetic datum.*** A minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system/frame.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Common usage.
Chapter 1 Reference **Definition**	***Gregorian calendar***. Calendar in general use; first introduced in 1582 to define a year that more closely approximates the tropical year than the Julian calendar (ISO 19108*). *Note.— In the Gregorian calendar, common years have 365 days and leap years 366 days divided into twelve sequential months.*	Australian/New Zealand Standard AS/NZS ISO 19108:2003.	No Difference		

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 1 Reference **Definition**	***Height.*** The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Human Factors principles.*** Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Common usage term.
Chapter 1 Reference **Definition**	***Human performance.*** Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations. 1-	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Common usage term.
Chapter 1 Reference **Definition**	***IFR.*** The symbol used to designate the instrument flight rules.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***IFR flight.*** A flight conducted in accordance with the instrument flight rules.	CAR Part 1.	No Difference		

Report on entire Annex

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 1 Reference **Definition**	***IMC.*** The symbol used to designate instrument meteorological conditions.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***INCERFA.*** The code word used to designate an uncertainty phase.	CAR 172.97(a).	More Exacting or Exceeds	Rule is more specific.	
Chapter 1 Reference **Definition**	***Incident.*** An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation. *Note.— The types of incidents which are of main interest to the International Civil Aviation Organization for accident prevention studies are listed in Annex 13, Attachment C.*	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Instrument flight procedure design service.*** A service established for the design, documentation, validation, maintenance and periodic review of instrument flight procedures necessary for the safety, regularity and efficiency of air navigation.	CAR Part 1.	No Difference		

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 1 Reference **Definition**	***Instrument meteorological conditions (IMC).*** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions. *Note.— The specified minima for visual meteorological conditions are contained in Annex 2.*	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Integrity classification (aeronautical data).*** Classification based upon the potential risk resulting from the use of corrupted data. Aeronautical data is classified as: a) routine data: there is a very low probability when using corrupted routine data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe; b) essential data: there is a low probability when using corrupted essential data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe; and c) critical data: there is a high probability when using corrupted critical data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***International NOTAM office.*** An office designated by a State for the exchange of NOTAM internationally.	CAR Part 1.	No Difference		

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 1 Reference **Definition**	***Level.*** A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Manoeuvring area.*** That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Meteorological office.*** An office designated to provide meteorological service for international air navigation.	CAR 174.3.	No Difference		
Chapter 1 Reference **Definition**	***Movement area.*** That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).	CAR Part 1.	No Difference		

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 1 Reference **Definition**	***Navigation specification***. A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications: *Required navigation performance (RNP) specification.* A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, e.g. RNP 4, RNP APCH. *Area navigation (RNAV) specification.* A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1. *Note 1.— The* Performance-based Navigation (PBN) Manual *(Doc 9613), Volume II contains detailed guidance on navigation specifications.* *Note 2.— The term RNP, previously defined as "a statement of the navigation performance necessary for operation within a defined airspace," has been removed from this Annex as the concept of RNP has been overtaken by the concept of PBN. The term RNP in this Annex is now solely used in the context of navigation specifications that require performance monitoring and alerting, e.g. RNP 4 refers to the aircraft and operating requirements, including a 4 NM lateral performance with on-board performance monitoring and alerting that are detailed in Doc 9613.*	New Zealand PBN Plan.	No Difference		Available on CAANZ web site www.caa.govt.nz/pbn.

Report on entire Annex

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 1 Reference **Definition**	***Non-duty period.*** A continuous and defined period of time, subsequent to and/or prior to duty periods, during which the air traffic controller is free of all duties.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in ATS context.	FRMS for air traffic controllers is currently under consideration; no definite time frame yet.
Chapter 1 Reference **Definition**	***NOTAM.*** A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Obstacle.*** All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that: a) are located on an area intended for the surface movement of aircraft; or b) extend above a defined surface intended to protect aircraft in flight; or c) stand outside those defined surfaces and that have been assessed as being a hazard to air navigation.	AC 139-6.	No Difference		
Chapter 1 Reference **Definition**	***Operator.*** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.	CA Act 1990 s2; CAR Part 1; "operate".	No Difference		

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 1 Reference **Definition**	***Performance-based communication (PBC).*** Communication based on performance specifications applied to the provision of air traffic services. *Note.— An RCP specification includes communication performance requirements that are allocated to system components in terms of the communication to be provided and associated transaction time, continuity, availability, integrity, safety and functionality needed for the proposed operation in the context of a particular airspace concept.*		Not Applicable		PBC not implemented in New Zealand.
Chapter 1 Reference **Definition**	***Performance-based navigation (PBN).*** Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace. *Note.— Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.*	New Zealand PBN Plan.	No Difference		Available on CAANZ web site www.caa.govt.nz/pbn.
Chapter 1 Reference **Definition**	***Performance-based surveillance (PBS).*** Communication based on performance specifications applied to the provision of air traffic services. *Note.— An RSP specification includes surveillance performance requirements that are allocated to system components in terms of the surveillance to be provided and associated data delivery time, continuity, availability, integrity, accuracy of the surveillance data, safety and functionality needed for the proposed operation in the context of a particular airspace concept.*		Not Applicable		PBS not implemented in New Zealand.

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 1 Reference **Definition**	***Pilot-in-command.*** The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.	CA Act 1990 s2; CAR Part 1.	Different in character or other means of compliance	Pilot-in-command, in relation to any aircraft, means the pilot responsible for the operation and safety of the aircraft.	Semantic only.
Chapter 1 Reference **Definition**	***Printed communications.*** Communications which automatically provide a permanent printed record at each terminal of a circuit of all messages which pass over such circuit.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Common usage term.
Chapter 1 Reference **Definition**	***Prohibited area.*** An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.		Not Applicable		This airspace designation is not used in New Zealand.
Chapter 1 Reference **Definition**	***Radio navigation service.*** A service providing guidance information or position data for the efficient and safe operation of aircraft supported by one or more radio navigation aids.	CAR Part 1.	No Difference		Note: under "Aeronautical telecommunication service".
Chapter 1 Reference **Definition**	***Radiotelephony.*** A form of radiocommunication primarily intended for the exchange of information in the form of speech.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Common usage term.

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 1 Reference **Definition**	***Reporting point.*** A specified geographical location in relation to which the position of an aircraft can be reported.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Required communication performance (RCP) specification.*** A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based communication.	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Required surveillance performance (RSP) specification.*** A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based surveillance.		Not Applicable		RSP is currently not applied in New Zealand.
Chapter 1 Reference **Definition**	***Rescue coordination centre.*** A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.	CA Act 1990 s14B(1)(a) and s14C.	No Difference		
Chapter 1 Reference **Definition**	***Restricted area.*** An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.	CAT 71.153; AIPNZ ENR 5.1-3.	Different in character or other means of compliance	Wording varies slightly from this definition.	

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 1 Reference **Definition**	***Runway.*** A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Runway visual range (RVR).*** The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Safety management system (SMS).*** A systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Pending.
Chapter 1 Reference **Definition**	***SIGMET information.*** Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations.	CAR Part 1.	No Difference		

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 1 Reference **Definition**	***Significant point.*** A specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes. *Note.— There are three categories of significant points: ground-based navigation aid, intersection and waypoint. In the context of this definition, intersection is a significant point expressed as radials, bearings and/or distances from ground-based navigation aids.*	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Special VFR flight.*** A VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Station declination.*** An alignment variation between the zero degree radial of a VOR and true north, determined at the time the VOR station is calibrated.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Technically specific term beyond the scope of CA Rules.
Chapter 1 Reference **Definition**	***Taxiing.*** Movement of an aircraft on the surface of an aerodrome under its own power, excluding take-off and landing.	CAR Part 1 definition "taxi".	No Difference		

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 1 Reference **Definition**	***Terminal control area.*** A control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes.		Not Applicable		No New Zealand airspace is designated "Terminal control area".
Chapter 1 Reference **Definition**	***Time-in-position.*** The period of time when an air traffic controller is exercising the privileges of the air traffic controller's licence at an operational position.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in ATS context.	FRMS for air traffic controllers is currently under consideration; no definite time frame yet.
Chapter 1 Reference **Definition**	***Track.*** The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid).	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Traffic avoidance advice.*** Advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid a collision.	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Traffic information.*** Information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision.	CAR Part 1.	No Difference		

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 1 Reference **Definition**	***Transfer of control point.*** A defined point located along the flight path of an aircraft, at which the responsibility for providing air traffic control service to the aircraft is transferred from one control unit or control position to the next.	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Transferring unit.*** Air traffic control unit in the process of transferring the responsibility for providing air traffic control service to an aircraft to the next air traffic control unit along the route of flight.	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Uncertainty phase.*** A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.	CAR 172.97(f)(1).	More Exacting or Exceeds	Rule provides more detail.	
Chapter 1 Reference **Definition**	***VFR.*** The symbol used to designate the visual flight rules.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***VFR flight.*** A flight conducted in accordance with the visual flight rules.	CAR Part 1.	No Difference		

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 1 Reference **Definition**	***Visual meteorological conditions (VMC).*** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima. *Note.— The specified minima are contained in Annex 2.*	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***VMC.*** The symbol used to designate visual meteorological conditions.	CAR Part 1.	No Difference		

Report on entire Annex

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 1 Reference **Definition**	***Waypoint.*** A specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation. Waypoints are identified as either: *Fly-by waypoint.* A waypoint which requires turn anticipation to allow tangential interception of the next segment of a route or procedure, or *Flyover waypoint.* A waypoint at which a turn is initiated in order to join the next segment of a route or procedure. _____ ISO 19104* --- ** ISO Standard 19104 — *Geographic information — Terminology* 19108 — *Geographic information — Temporal schema*	MATS RAC 1.	Less protective or partially implemented or not implemented	Fly-by and flyover not separately defined.	

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 **2.1.1** **Standard**	**CHAPTER 2. GENERAL** **2.1 Establishment of authority** 2.1.1 Contracting States shall determine, in accordance with the provisions of this Annex and for the territories over which they have jurisdiction, those portions of the airspace and those aerodromes where air traffic services will be provided. They shall thereafter arrange for such services to be established and provided in accordance with the provisions of this Annex, except that, by mutual agreement, a State may delegate to another State the responsibility for establishing and providing air traffic services in flight information regions, control areas or control zones extending over the territories of the former. *Note.— If one State delegates to another State the responsibility for the provision of air traffic services over its territory, it does so without derogation of its national sovereignty. Similarly, the providing State's responsibility is limited to technical and operational considerations and does not extend beyond those pertaining to the safety and expedition of aircraft using the concerned airspace. Furthermore, the providing State in providing air traffic services within the territory of the delegating State will do so in accordance with the requirements of the latter which is expected to establish such facilities and services for the use of the providing State as are jointly agreed to be necessary. It is further expected that the delegating State would not withdraw or modify such facilities and services without prior consultation with the providing State. Both the delegating and providing States may terminate the agreement between*	CAR Part 71; CAR Part 172.	No Difference		

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
	them at any time.				
Chapter 2 Reference **2.1.2** **Standard**	2.1.2 Those portions of the airspace over the high seas or in airspace of undetermined sovereignty where air traffic services will be provided shall be determined on the basis of regional air navigation agreements. A Contracting State having accepted the responsibility to provide air traffic services in such portions of airspace shall thereafter arrange for the services to be established and provided in accordance with the provisions of this Annex. *Note 1.— The phrase "regional air navigation agreements" refers to the agreements approved by the Council of ICAO normally on the advice of Regional Air Navigation Meetings.* *Note 2.— The Council, when approving the Foreword to this Annex, indicated that a Contracting State accepting the responsibility for providing air traffic services over the high seas or in airspace of undetermined sovereignty may apply the Standards and Recommended Practices in a manner consistent with that adopted for airspace under its jurisdiction.*	CAR 172.1.	No Difference		

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 **2.1.3** **Standard**	2.1.3 When it has been determined that air traffic services will be provided, the States concerned shall designate the authority responsible for providing such services. *Note 1.— The authority responsible for establishing and providing the services may be a State or a suitable Agency.* *Note 2.— Situations which arise in respect of the establishment and provision of air traffic services to either part or whole of an international flight are as follows:* Situation 1: *A route, or portion of a route, contained within airspace under the sovereignty of a State establishing and providing its own air traffic services.* Situation 2: *A route, or portion of a route, contained within airspace under the sovereignty of a State which has, by mutual agreement, delegated to another State, responsibility for the establishment and provision of air traffic services.* Situation 3: *A portion of a route contained within airspace over the high seas or in airspace of undetermined sovereignty for which a State has accepted the responsibility for the establishment and provision of air traffic services.* *For the purpose of this Annex, the State which designates the authority responsible for establishing and providing the air traffic services is:* in Situation 1: *the State having sovereignty over the relevant portion of the airspace;* in Situation 2: *the State to whom responsibility for the establishment and provision of air traffic services has been delegated;* in Situation 3: *the State which has accepted the*	CA Act 1990 s99.	No Difference		

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
	responsibility for the establishment and provision of air traffic services.				
Chapter 2 Reference **2.1.4** **Standard**	2.1.4 Where air traffic services are established, information shall be published as necessary to permit the utilization of such services.	CAR 172.69.	No Difference		
Chapter 2 Reference **2.2** **Standard**	**2.2 Objectives of the air traffic services** The objectives of the air traffic services shall be to: a) prevent collisions between aircraft; b) prevent collisions between aircraft on the manoeuvring area and obstructions on that area; c) expedite and maintain an orderly flow of air traffic; d) provide advice and information useful for the safe and efficient conduct of flights; e) notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required.	MATS RAC 2.	No Difference		

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 **2.3.1** **Standard**	**2.3 Divisions of the air traffic services** The air traffic services shall comprise three services identified as follows. 2.3.1 The *air traffic control service*, to accomplish objectives a), b) and c) of 2.2, this service being divided in three parts as follows: a) *Area control service:* the provision of air traffic control service for controlled flights, except for those parts of such flights described in 2.3.1 b) and c), in order to accomplish objectives a) and c) of 2.2; b) *Approach control service:* the provision of air traffic control service for those parts of controlled flights associated with arrival or departure, in order to accomplish objectives a) and c) of 2.2; c) *Aerodrome control service:* the provision of air traffic control service for aerodrome traffic, except for those parts of flights described in 2.3.1 b), in order to accomplish objectives a), b) and c) of 2.2.	CAR 172.75 (area and approach control service); 172.77 (aerodrome control service).	No Difference		
Chapter 2 Reference **2.3.2** **Standard**	2.3.2 The *flight information service*, to accomplish objective d) of 2.2.	CAR 172.93.	No Difference		

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 **2.3.3** **Standard**	2.3.3 The *alerting service,* to accomplish objective e) of 2.2.	CAR 172.97.	No Difference		

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 **2.4.1** **Standard**	**2.4 Determination of the need for air traffic services** 2.4.1 The need for the provision of air traffic services shall be determined by consideration of the following: a) the types of air traffic involved; b) the density of air traffic; c) the meteorological conditions; d) such other factors as may be relevant. *Note.— Due to the number of elements involved, it has not been possible to develop specific data to determine the need for air traffic services in a given area or at a given location. For example:* *a) a mixture of different types of air traffic with aircraft of varying speeds (conventional jet, etc.) might necessitate the provision of air traffic services, whereas a relatively greater density of traffic where only one type of operation is involved would not;* *b) meteorological conditions might have considerable effect in areas where there is a constant flow of air traffic (e.g. scheduled traffic), whereas similar or worse meteorological conditions might be relatively unimportant in an area where air traffic would be discontinued in such conditions (e.g. local VFR flights);* *c) open stretches of water, mountainous, uninhabited or desert areas might necessitate the provision of air traffic services even though the frequency of operations is extremely low.*	CAR 71.51; 71.53; 71.55.	No Difference		

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 **2.4.2** **Standard**	2.4.2 The carriage of airborne collision avoidance systems (ACAS) by aircraft in a given area shall not be a factor in determining the need for air traffic services in that area.	CAA Airspace Policy.	No Difference		
Chapter 2 Reference **2.5.1** **Standard**	**2.5 Designation of the portions of the airspace and controlled aerodromes where air traffic services will be provided** 2.5.1 When it has been determined that air traffic services will be provided in particular portions of the airspace or at particular aerodromes, then those portions of the airspace or those aerodromes shall be designated in relation to the air traffic services that are to be provided.	CAR Part 71 Subpart B.	No Difference		
Chapter 2 Reference **2.5.2** **Standard**	2.5.2 The designation of the particular portions of the airspace or the particular aerodromes shall be as follows:	CAR Part 1; Part 71.	No Difference		

Report on entire Annex

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 **2.5.2.1** **Standard**	2.5.2.1 *Flight information regions*. Those portions of the airspace where it is determined that flight information service and alerting service will be provided shall be designated as flight information regions.	CAR Part 1.	No Difference		
Chapter 2 Reference **2.5.2.2.1** **Standard**	2.5.2.2 *Control areas and control zones* 2.5.2.2.1 Those portions of the airspace where it is determined that air traffic control service will be provided to IFR flights shall be designated as control areas or control zones. *Note.— The distinction between control areas and control zones is made in 2.11.*	CAR 71.53, 71.55.	No Difference		
Chapter 2 Reference **2.5.2.2.1.1** **Standard**	2.5.2.2.1.1 Those portions of controlled airspace wherein it is determined that air traffic control service will also be provided to VFR flights shall be designated as Classes B, C, or D airspace.	CAR Part 71 Subpart C.	No Difference		
Chapter 2 Reference **2.5.2.2.2** **Standard**	2.5.2.2.2 Where designated within a flight information region, control areas and control zones shall form part of that flight information region.	CAR 71.51.	No Difference		

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 **2.5.2.3** **Standard**	2.5.2.3 *Controlled aerodromes*. Those aerodromes where it is determined that air traffic control service will be provided to aerodrome traffic shall be designated as controlled aerodromes.	MATS RAC 1.	No Difference		

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 **2.6.1** **Standard**	**2.6 Classification of airspaces** 2.6.1 ATS airspaces shall be classified and designated in accordance with the following: *Class A*. IFR flights only are permitted, all flights are provided with air traffic control service and are separated from each other. *Class B*. IFR and VFR flights are permitted, all flights are provided with air traffic control service and are separated from each other. *Class C*. IFR and VFR flights are permitted, all flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights. *Class D*. IFR and VFR flights are permitted and all flights are provided with air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights. *Class E*. IFR and VFR flights are permitted, IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical. Class E shall not be used for control zones. *Class F*. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested. *Note.— Where air traffic advisory service is implemented, this is considered normally as a temporary*	CAR 71.101, 71.103, 71.105, 71.107, 71.109, 71.111, 71.113.	No Difference		

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
	measure only until such time as it can be replaced by air traffic control. (See also the PANS-ATM (Doc 4444), Chapter 9.) *Class G*. IFR and VFR flights are permitted and receive flight information service if requested.				
Chapter 2 Reference **2.6.2** **Standard**	2.6.2 States shall select those airspace classes appropriate to their needs.	CAR Part 71.	No Difference		
Chapter 2 Reference **2.6.3** **Standard**	2.6.3 The requirements for flights within each class of airspace shall be as shown in the table in Appendix 4. *Note.— Where the ATS airspaces adjoin vertically, i.e. one above the other, flights at a common level would comply with requirements of, and be given services applicable to, the less restrictive class of airspace. In applying these criteria, Class B airspace is therefore considered less restrictive than Class A airspace; Class C airspace less restrictive than Class B airspace, etc.*	CAR 71.101, 71.103, 71.105, 71.107, 71.109, 71.111, 71.113.	No Difference		

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 **2.7.3** **Standard**	2.7.3 The prescribed navigation specification shall be appropriate to the level of communications, navigation and air traffic services provided in the airspace concerned. *Note.— Applicable guidance on performance-based navigation and implementation is published in the* Performance-based Navigation (PBN) Manual *(Doc 9613).*	91.246.	No Difference		

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 **2.8.1** **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.	
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.	

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 **2.9.1** **Standard**	**2.9 Performance-based surveillance (PBS) operations** 2.9.1 In applying performance-based surveillance (PBS), RSP specifications shall be prescribed by States. When applicable, the RSP specification(s) shall be prescribed on the basis of regional air navigation agreements. Note.— In prescribing an RSP specification, limitations may apply as a result of surveillance infrastructure constraints or specific surveillance functionality requirements.		Not Applicable		PBS is currently not applied in New Zealand.
Chapter 2 Reference **2.9.2** **Standard**	2.9.2 The prescribed RSP specification shall be appropriate to the air traffic services provided.		Not Applicable		PBS is currently not applied in New Zealand.
Chapter 2 Reference **2.9.3** **Standard**	2.9.3 Where an RSP specification has been prescribed by States for performance-based surveillance, ATS units shall be provided with equipment capable of performance consistent with the prescribed RSP specification(s). Note.— Information on the PBCS concept and guidance material on its implementation are contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).		Not Applicable		PBS is currently not applied in New Zealand.

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 **2.10.1** **Standard**	**2.10 Establishment and designation of the units providing air traffic services** The air traffic services shall be provided by units established and designated as follows: 2.10.1 Flight information centres shall be established to provide flight information service and alerting service within flight information regions, unless the responsibility of providing such services within a flight information region is assigned to an air traffic control unit having adequate facilities for the discharge of such responsibility. *Note.— This does not preclude delegating to other units the function of providing certain elements of the flight information service.*	AIP NZ GEN 3.3.	No Difference		
Chapter 2 Reference **2.10.2** **Standard**	2.10.2 Air traffic control units shall be established to provide air traffic control service, flight information service and alerting service within control areas, control zones and at controlled aerodromes. *Note.— The services to be provided by various air traffic control units are indicated in 3.2.*	CAR 172.11.	No Difference		

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 **2.11.1** **Recommendation**	**2.11 Specifications for flight information regions, control areas and control zones** 2.11.1 **Recommendation.—** *The delineation of airspace, wherein air traffic services are to be provided, should be related to the nature of the route structure and the need for efficient service rather than to national boundaries.* *Note 1.— Agreements to permit the delineation of airspace lying across national boundaries are advisable when such action will facilitate the provision of air traffic services (see 2.1.1). Agreements which permit delineation of airspace boundaries by straight lines will, for example, be most convenient where data processing techniques are used by air traffic services units.* *Note 2.— Where delineation of airspace is made by reference to national boundaries there is a need for suitably sited transfer points to be mutually agreed upon*.	Current Practice – the Auckland Oceanic FIR encompasses the sovereign territory of the Cook Islands, Samoa and Tonga.	No Difference		
Chapter 2 Reference **2.11.2.1** **Standard**	2.11.2 Flight information regions 2.11.2.1 Flight information regions shall be delineated to cover the whole of the air route structure to be served by such regions.	CAR Part 1 Definition of New Zealand and Auckland Oceanic FIRs.	No Difference		

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 **2.11.2.2** **Standard**	2.11.2.2 A flight information region shall include all airspace within its lateral limits, except as limited by an upper flight information region.	CAR Part 1 Definition of New Zealand and Auckland Oceanic FIRs.	No Difference		
Chapter 2 Reference **2.11.2.3** **Standard**	2.11.2.3 Where a flight information region is limited by an upper flight information region, the lower limit specified for the upper flight information region shall constitute the upper vertical limit of the flight information region and shall coincide with a VFR cruising level of the tables in Appendix 3 to Annex 2. *Note.— In cases where an upper flight information region is established the procedures applicable therein need not be identical with those applicable in the underlying flight information region.*		Not Applicable		
Chapter 2 Reference **2.11.3.1** **Standard**	2.11.3 Control areas 2.11.3.1 Control areas including, *inter alia,* airways and terminal control areas shall be delineated so as to encompass sufficient airspace to contain the flight paths of those IFR flights or portions thereof to which it is desired to provide the applicable parts of the air traffic control service, taking into account the capabilities of the navigation aids normally used in that area. *Note.— In a control area other than one formed by a system of airways, a system of routes may be established to facilitate the provision of air traffic control.*	CAR 71.53.	No Difference		

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 **2.11.3.2** **Standard**	2.11.3.2 A lower limit of a control area shall be established at a height above the ground or water of not less than 200 m (700 ft). *Note.— This does not imply that the lower limit has to be established uniformly in a given control area (see Figure A-5 of the* Air Traffic Services Planning Manual *(Doc 9426), Part I, Section 2, Chapter 3).*	CAR 71.53(c)(2)(ii).	No Difference		
Chapter 2 Reference **2.11.3.2.1** **Recommendation**	2.11.3.2.1 **Recommendation.—** *The lower limit of a control area should, when practicable and desirable in order to allow freedom of action for VFR flights below the control area, be established at a greater height than the minimum specified in 2.11.3.2.*	CAR 71.53 (c) (2) (ii)	No Difference		
Chapter 2 Reference **2.11.3.2.2** **Recommendation**	2.11.3.2.2 **Recommendation.—** *When the lower limit of a control area is above 900 m (3 000 ft) MSL it should coincide with a VFR cruising level of the tables in Appendix 3 to Annex 2.* *Note.— This implies that the selected VFR cruising level be such that expected local atmospheric pressure variations do not result in a lowering of this limit to a height of less than 200 m (700 ft) above ground or water.*	CAR 71.53(c)(3).	No Difference		

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 **2.11.3.3** **Standard**	2.11.3.3 An upper limit of a control area shall be established when either: a) air traffic control service will not be provided above such upper limit; or b) the control area is situated below an upper control area, in which case the upper limit shall coincide with the lower limit of the upper control area. When established, such upper limit shall coincide with a VFR cruising level of the tables in Appendix 3 to Annex 2.	CAR 71.53.	No Difference		
Chapter 2 Reference **2.11.4.1** **Recommendation**	2.11.4 Flight information regions or control areas in the upper airspace **Recommendation.—** *Where it is desirable to limit the number of flight information regions or control areas through which high flying aircraft would otherwise have to operate, a flight information region or control area, as appropriate, should be delineated to include the upper airspace within the lateral limits of a number of lower flight information regions or control areas.*	Auckland Oceanic FIR SFC- FL999: OCA FL245 – FL600, Cook Sector SFC – FL245, Tonga Sector SFC – FL 245, Samoa Sector SFC –FL245, McMurdo Sector SFC – FL999.	No Difference		Note: Auckland OCA/A FL460 – FL245 changed to FL460 – FL600 on 24 November 2004.

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 **2.11.5.1** **Standard**	2.11.5 Control zones 2.11.5.1 The lateral limits of control zones shall encompass at least those portions of the airspace, which are not within control areas, containing the paths of IFR flights arriving at and departing from aerodromes to be used under instrument meteorological conditions. *Note.— Aircraft holding in the vicinity of aerodromes are considered as arriving aircraft.*	CAR 71.55(c)(1).	No Difference		
Chapter 2 Reference **2.11.5.2** **Standard**	2.11.5.2 The lateral limits of a control zone shall extend to at least 9.3 km (5 NM) from the centre of the aerodrome or aerodromes concerned in the directions from which approaches may be made. *Note.— A control zone may include two or more aerodromes situated close together.*	CAR 71.55(c)(2).	No Difference		
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.	

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 **2.11.5.4** **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.	
Chapter 2 Reference **2.11.5.5** **Recommendation**	2.11.5.5 **Recommendation.—** *If it is desired to establish the upper limit of a control zone at a level higher than the lower limit of the control area established above it, or if the control zone is located outside of the lateral limits of a control area, its upper limit should be established at a level which can easily be identified by pilots. When this limit is above 900 m (3 000 ft) MSL it should coincide with a VFR cruising level of the tables in Appendix 3 to Annex 2.* *Note.— This implies that, if used, the selected VFR cruising level be such that expected local atmospheric pressure variations do not result in a lowering of this limit to a height of less than 200 m (700 ft) above ground or water.*	CAR 71.55.	No Difference		
Chapter 2 Reference **2.12.1** **Recommendation**	**2.12 Identification of air traffic services units and airspaces** 2.12.1 **Recommendation.—** *An area control centre or flight information centre should be identified by the name of a nearby town or city or geographic feature.*	CAR 71.51(e)(2)(ii).	No Difference		

Report on entire Annex

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 **2.12.2** **Recommendation**	2.12.2 **Recommendation.—** *An aerodrome control tower or approach control unit should be identified by the name of the aerodrome at which it is located.*	CAR 71.51(e)(2)(ii).	No Difference		
Chapter 2 Reference **2.12.3** **Recommendation**	2.12.3 **Recommendation.—** *A control zone, control area or flight information region should be identified by the name of the unit having jurisdiction over such airspace.*	CAR 71.51(e)(2)(ii).	No Difference		
Chapter 2 Reference **2.13.1** **Standard**	**2.13 Establishment and identification of ATS routes** 2.13.1 When ATS routes are established, a protected airspace along each ATS route and a safe spacing between adjacent ATS routes shall be provided.	Current practice follows Doc 9689 Manual on Airspace Planning Methodology for the Determination of Separation Minima.	No Difference		
Chapter 2 Reference **2.13.2** **Recommendation**	2.13.2 **Recommendation**.— *When warranted by density, complexity or nature of the traffic, special routes should be established for use by low-level traffic, including helicopters operating to and from helidecks on the high seas. When determining the lateral spacing between such routes, account should be taken of the navigational means available and the navigation equipment carried on board helicopters*.	CAR 71.57.	No Difference		

Report on entire Annex

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 **2.13.3** **Standard**	2.13.3 ATS routes shall be identified by designators.	AIPNZ ENR 3.1, 3.2.	No Difference		
Chapter 2 Reference **2.13.4** **Standard**	2.13.4 Designators for ATS routes other than standard departure and arrival routes shall be selected in accordance with the principles set forth in Appendix 1.	AIPNZ ENR 3.1, 3.2.	No Difference		
Chapter 2 Reference **2.13.5** **Standard**	2.13.5 Standard departure and arrival routes and associated procedures shall be identified in accordance with the principles set forth in Appendix 3. *Note 1.— Guidance material relating to the establishment of ATS routes is contained in the* Air Traffic Services Planning Manual *(Doc 9426)*. *Note 2.— Guidance material relating to the establishment of ATS routes defined by VOR is contained in Attachment A.* *Note 3.— The spacing between parallel tracks or between parallel ATS route centre lines based on performance-based navigation will be dependent upon the relevant navigation specification required*.	AIPNZ ENR 1.5.	No Difference		

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 **2.14.1** **Recommendation**	**2.14 Establishment of change-over points** 2.14.1 **Recommendation.—** *Change-over points should be established on ATS route segments defined by reference to very high frequency omnidirectional radio ranges where this will assist accurate navigation along the route segments. The establishment of change-over points should be limited to route segments of 110 km (60 NM) or more, except where the complexity of ATS routes, the density of navigation aids or other technical and operational reasons warrant the establishment of change-over points on shorter route segments.*	AIPNZ ENR 3.1.	No Difference		
Chapter 2 Reference **2.14.2** **Recommendation**	2.14.2 **Recommendation.—** *Unless otherwise established in relation to the performance of the navigation aids or frequency protection criteria, the change-over point on a route segment should be the mid-point between the facilities in the case of a straight route segment or the intersection of radials in the case of a route segment which changes direction between the facilities.* *Note.— Guidance on the establishment of change-over points is contained in Attachment A.*	AIPNZ ENR 3.1.	No Difference		

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 **2.15.1** **Standard**	**2.15 Establishment and identification of significant points** 2.15.1 Significant points shall be established for the purpose of defining an ATS route or instrument approach procedure and/or in relation to the requirements of air traffic services for information regarding the progress of aircraft in flight.	CAR Part 172.	No Difference		
Chapter 2 Reference **2.15.2** **Standard**	2.15.2 Significant points shall be identified by designators.	AIPNZ ENR 3.1, 3.2.	No Difference		
Chapter 2 Reference **2.15.3** **Standard**	2.15.3 Significant points shall be established and identified in accordance with the principles set forth in Appendix 2.	AIPNZ ENR 3.1, 3.2.	No Difference		

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 **2.16.1** **Recommendation**	**2.16 Establishment and identification of standard routes for taxiing aircraft** 2.16.1 **Recommendation.—** *Where necessary, standard routes for taxiing aircraft should be established on an aerodrome between runways, aprons and maintenance areas. Such routes should be direct, simple and where practicable, designed to avoid traffic conflicts.*	AIPNZ AD - Taxi Route Charts - Ground Movement Charts.	No Difference		
Chapter 2 Reference **2.16.2** **Recommendation**	2.16.2 **Recommendation.—** *Standard routes for taxiing aircraft should be identified by designators distinctively different from those of the runways and ATS routes.*	AIPNZ Aerodrome - Taxi Route Charts - Ground Movement Charts.	No Difference		
Chapter 2 Reference **2.17.1** **Standard**	**2.17 Coordination between the operator and air traffic services** 2.17.1 Air traffic services units, in carrying out their objectives, shall have due regard for the requirements of the operators consequent on their obligations as specified in Annex 6, and, if so required by the operators, shall make available to them or their designated representatives such information as may be available to enable them or their designated representatives to carry out their responsibilities.	CAR 172.67(a)(5).	No Difference		

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 **2.17.2** **Standard**	2.17.2 When so requested by an operator, messages (including position reports) received by air traffic services units and relating to the operation of the aircraft for which operational control service is provided by that operator shall, so far as practicable, be made available immediately to the operator or a designated representative in accordance with locally agreed procedures. *Note.— For aircraft subjected to unlawful interference, see 2.24.3.*	CAR 172.67(a)(5).	No Difference		
Chapter 2 Reference **2.18.1** **Standard**	**2.18 Coordination between military authorities and air traffic services** 2.18.1 Air traffic services authorities shall establish and maintain close cooperation with military authorities responsible for activities that may affect flights of civil aircraft.	CAR 172.67(a)(6).	No Difference		
Chapter 2 Reference **2.18.2** **Standard**	2.18.2 Coordination of activities potentially hazardous to civil aircraft shall be effected in accordance with 2.19.	CAR 172.67(a)(6).	No Difference		

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 **2.18.3** **Standard**	2.18.3 Arrangements shall be made to permit information relevant to the safe and expeditious conduct of flights of civil aircraft to be promptly exchanged between air traffic services units and appropriate military units.	CAR 172.67(a)(6).	No Difference		
Chapter 2 Reference **2.18.3.1** **Standard**	2.18.3.1 Air traffic services units shall, either routinely or on request, in accordance with locally agreed procedures, provide appropriate military units with pertinent flight plan and other data concerning flights of civil aircraft. In order to eliminate or reduce the need for interceptions, air traffic services authorities shall designate any areas or routes where the requirements of Annex 2 concerning flight plans, two-way communications and position reporting apply to all flights to ensure that all pertinent data is available in appropriate air traffic services units specifically for the purpose of facilitating identification of civil aircraft. *Note.— For aircraft subjected to unlawful interference, see 2.24.3 and 2.25.1.3.*	CAR 172.67(a)(6).	No Difference		

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 **2.18.3.2** **Standard**	2.18.3.2 Special procedures shall be established in order to ensure that: a) air traffic services units are notified if a military unit observes that an aircraft which is, or might be, a civil aircraft is approaching, or has entered, any area in which interception might become necessary; b) all possible efforts are made to confirm the identity of the aircraft and to provide it with the navigational guidance necessary to avoid the need for interception.	CAR 172.67(a)(6).	No Difference		
Chapter 2 Reference **2.19.1** **Standard**	**2.19 Coordination of activities potentially hazardous to civil aircraft** 2.19.1 The arrangements for activities potentially hazardous to civil aircraft, whether over the territory of a State or over the high seas, shall be coordinated with the appropriate air traffic services authorities. The coordination shall be effected early enough to permit timely promulgation of information regarding the activities in accordance with *Procedures for Air Navigation Services — Aeronautical Information Management* (PANS-AIM, Doc 10066).	Aeronautical Services Procedure; CAR 172.67(a)(6); CAR Part 175.	No Difference		

Report on entire Annex

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 **2.19.1.1** **Recommendation**	2.19.1.1 **Recommendation.—** *If the appropriate ATS authority is not that of the State where the organization planning the activities is located, initial coordination should be effected through the ATS authority responsible for the airspace over the State where the organization is located.*	Aeronautical Services Procedure; CAR Part 175.	No Difference		
Chapter 2 Reference **2.19.2** **Standard**	2.19.2 The objective of the coordination shall be to achieve the best arrangements which will avoid hazards to civil aircraft and minimize interference with the normal operations of such aircraft.	Aeronautical Services Procedure; CAR Part 175.	No Difference		
Chapter 2 Reference **2.19.2.1** **Recommendation**	2.19.2.1 **Recommendation.—** *In determining these arrangements the following should be applied:* *a) the locations or areas, times and durations for the activities should be selected to avoid closure or realignment of established ATS routes, blocking of the most economic flight levels, or delays of scheduled aircraft operations, unless no other options exist;* *b) the size of the airspace designated for the conduct of the activities should be kept as small as possible;* *c) direct communication between the appropriate ATS authority or air traffic services unit and the organization or unit conducting the activities should be provided for use in the event that civil aircraft emergencies or other unforeseen circumstances require discontinuation of the activities.*	Aeronautical Services Procedure; CAA Airspace Policy; CAR 71.151(b).	No Difference		

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 **2.19.3** **Standard**	2.19.3 The appropriate ATS authority shall ensure that a safety risk assessment is conducted, as soon as practicable, for activities potentially hazardous to civil aircraft and that appropriate risk mitigation measures are implemented. *Note 1.— Such risk mitigation measures may include, but would not be limited to, airspace restriction or temporary withdrawal of established ATS routes or portions thereof.* *Note 2.— Guidance on safety risk management can be found in the* Safety Management Manual (SMM) *(Doc 9859).*	CARs	No Difference	nil	nil
Chapter 2 Reference **2.19.3.1** **Standard**	2.19.3.1 States shall establish procedures to enable the organization or unit conducting or identifying activities potentially hazardous to civil aircraft to contribute to the safety risk assessment in order to facilitate consideration of all relevant safety-significant factors. *Note.— Guidance on collaborative decision-making (CDM) processes for safety risk assessment and promulgation through NOTAM that could involve military authorities can be found in the* Manual Concerning Safety Measures Relating to Military Activities Potentially Hazardous to Civil Aircraft Operations *(Doc 9554)*.	nil	No Difference	nil	nil
Chapter 2 Reference **2.19.4** **Standard**	2.19.4 The appropriate ATS authorities shall be responsible for initiating the promulgation of information regarding the activities.	Aeronautical Services Procedure; CAR Part 175.	No Difference		

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 **2.19.5** **Recommendation**	2.19.5 **Recommendation.—** *If activities potentially hazardous to civil aircraft take place on a regular or continuing basis, special committees should be established as required to ensure that the requirements of all parties concerned are adequately coordinated.*	CAR 172.67.	No Difference		
Chapter 2 Reference **2.19.6** **Standard**	2.19.6 Adequate steps shall be taken to prevent emission of laser beams from adversely affecting flight operations. *Note 1.— Guidance material regarding the hazardous effects of laser emitters on flight operations is contained in the* Manual on Laser Emitters and Flight Safety (*Doc 9815*). *Note 2.— See also Annex 14 —* Aerodromes, *Volume I —* Aerodrome Design and Operations, *Chapter 5.*	CAR 77.7(b).	No Difference		
Chapter 2 Reference **2.19.7** **Recommendation**	2.19.7 **Recommendation.—** *In order to provide added airspace capacity and to improve efficiency and flexibility of aircraft operations, States should establish procedures providing for a flexible use of airspace reserved for military or other special activities. The procedures should permit all airspace users to have safe access to such reserved airspace.*	CAR 71.155(a)(2).	No Difference		

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 **2.20.1** **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.	

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 **2.21.1** **Standard**	**2.21 Coordination between meteorological and air traffic services authorities** 2.21.1 To ensure that aircraft receive the most up-to-date meteorological information for aircraft operations, arrangements shall be made, where necessary, between meteorological and air traffic services authorities for air traffic services personnel: a) in addition to using indicating instruments, to report, if observed by air traffic services personnel or communicated by aircraft, such other meteorological elements as may be agreed upon; b) to report as soon as possible to the associated meteorological office meteorological phenomena of operational significance, if observed by air traffic services personnel or communicated by aircraft, which have not been included in the aerodrome meteorological report; c) to report as soon as possible to the associated meteorological office pertinent information concerning pre-eruption volcanic activity, volcanic eruptions and information concerning volcanic ash cloud. In addition, area control centres and flight information centres shall report the information to the associated meteorological watch office and volcanic ash advisory centres (VAACs). *Note 1.— VAACs are designated by regional air navigation agreements in accordance with Annex 3, Chapter 3, 3.5.1.* *Note 2.— See 4.2.3 regarding transmission of special air-reports.*	CAR Part 175; CAR 172.67(a)(3), 172.93(b)(8).	No Difference		

Report on entire Annex

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 **2.21.2** **Standard**	2.21.2 Close coordination shall be maintained between area control centres, flight information centres and associated meteorological watch offices to ensure that information on volcanic ash included in NOTAM and SIGMET messages is consistent.	CAR Part 175; CAR 172.67(a)(3), 172.93(b)(8).	No Difference		

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 **2.22.1** **Standard**	**2.22 Coordination between aeronautical information services and air traffic services authorities** 2.22.1 To ensure that aeronautical information services units obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information, arrangements shall be made between aeronautical information services and air traffic services authorities responsible for air traffic services to report to the responsible aeronautical information services unit, with a minimum of delay: a) information on aerodrome conditions; b) the operational status of associated facilities, services and navigation aids within their area of responsibility; c) the occurrence of volcanic activity observed by air traffic services personnel or reported by aircraft; and d) any other information considered to be of operational significance.	CAR 139.73, 172.69, 172.71.	No Difference		

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 **2.22.2** **Standard**	2.22.2 Before introducing changes to the air navigation system, due account shall be taken by the services responsible for such changes of the time needed by the aeronautical information service for the preparation, production and issuance of relevant material for promulgation. To ensure timely provision of the information to the aeronautical information service, close coordination between those services concerned is therefore required.	CAR 172.67(a)(4).	No Difference		
Chapter 2 Reference **2.22.3** **Standard**	2.22.3 Of particular importance are changes to aeronautical information that affect charts and/or computer-based navigation systems which qualify to be notified by the Aeronautical Information Regulation and Control (AIRAC) system, as specified in Annex 15, Chapter 6. The predetermined, internationally agreed AIRAC effective dates shall be observed by the responsible air traffic services when submitting the raw information/data to aeronautical information services. *Note.— Detailed specifications concerning the AIRAC system are contained in PANS-AIM (Doc 10066), Chapter 6.*	CAR 175.61(c).	No Difference		

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 **2.22.4** **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.	

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 **2.23** **Standard**	**2.23 Minimum flight altitudes** Minimum flight altitudes shall be determined and promulgated by each Contracting State for each ATS route and control area over its territory. The minimum flight altitudes determined shall provide a minimum clearance above the controlling obstacle located within the areas concerned. *Note.— The requirements for publication by States of minimum flight altitudes and of the criteria used to determine them are contained in PANS-AIM (Doc 10066), Appendix 2. Detailed obstacle clearance criteria are contained in PANS-OPS (Doc 8168), Volume II.*	CAR 91.423.	No Difference		

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 **2.24.1** **Standard**	**2.24 Service to aircraft in the event of an emergency** 2.24.1 An aircraft known or believed to be in a state of emergency, including being subjected to unlawful interference, shall be given maximum consideration, assistance and priority over other aircraft as may be necessitated by the circumstances. *Note.— To indicate that it is in a state of emergency, an aircraft equipped with an appropriate data link capability and/or an SSR transponder might operate the equipment as follows:* *a) on Mode A, Code 7700; or* *b) on Mode A, Code 7500, to indicate specifically that it is being subjected to unlawful interference; and/or* *c) activate the appropriate emergency and/or urgency capability of ADS-B or ADS-C; and/or* *d) transmit the appropriate emergency message via CPDLC.*	CAR 172.83(a)(1), 172.109(a).	No Difference		
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.	

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 **2.24.2** **Standard**	2.24.2 When an occurrence of unlawful interference with an aircraft takes place or is suspected, ATS units shall attend promptly to requests by the aircraft. Information pertinent to the safe conduct of the flight shall continue to be transmitted and necessary action shall be taken to expedite the conduct of all phases of the flight, especially the safe landing of the aircraft.	CAR 172.109(b); MATS RAC 7.	No Difference		
Chapter 2 Reference **2.24.3** **Standard**	2.24.3 When an occurrence of unlawful interference with an aircraft takes place or is suspected, ATS units shall, in accordance with locally agreed procedures, immediately inform the appropriate authority designated by the State and exchange necessary information with the operator or its designated representative. *Note 1.— A strayed or unidentified aircraft may be suspected as being the subject of unlawful interference. See 2.25.1.3.* *Note 2.— Procedures relating to the handling of strayed or unidentified aircraft are contained in 2.25.1.* *Note 3.— The PANS-ATM (Doc 4444), Chapter 15, 15.1.3 contains more specific procedures related to unlawful interference.*	CAR 172.109(b); MATS RAC 7.	No Difference		

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 **2.25.1.1** **Standard**	**2.25 In-flight contingencies** 2.25.1 Strayed or unidentified aircraft *Note 1.— The terms "strayed aircraft" and "unidentified aircraft" in this paragraph have the following meanings:* Strayed aircraft. *An aircraft which has deviated significantly from its intended track or which reports that it is lost.* Unidentified aircraft. *An aircraft which has been observed or reported to be operating in a given area but whose identity has not been established.* *Note 2.— An aircraft may be considered, at the same time, as a "strayed aircraft" by one unit and as an "unidentified aircraft" by another unit.* *Note 3.— A strayed or unidentified aircraft may be suspected as being the subject of unlawful interference.* 2.25.1.1 As soon as an air traffic services unit becomes aware of a strayed aircraft it shall take all necessary steps as outlined in 2.25.1.1.1 and 2.25.1.1.2 to assist the aircraft and to safeguard its flight. *Note.— Navigational assistance by an air traffic services unit is particularly important if the unit becomes aware of an aircraft straying, or about to stray, into an area where there is a risk of interception or other hazard to its safety.*	CAR 172.109(b); MATS RAC 7.	No Difference		

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 **2.25.1.1.1** **Standard**	2.25.1.1.1 If the aircraft's position is not known, the air traffic services unit shall: a) attempt to establish two-way communication with the aircraft, unless such communication already exists; b) use all available means to determine its position; c) inform other ATS units into whose area the aircraft may have strayed or may stray, taking into account all the factors which may have affected the navigation of the aircraft in the circumstances; d) inform, in accordance with locally agreed procedures, appropriate military units and provide them with pertinent flight plan and other data concerning strayed aircraft; e) request from the units referred to in c) and d) and from other aircraft in flight every assistance in establishing communication with the aircraft and determining its position. *Note.— The requirements in d) and e) apply also to ATS units informed in accordance with c).*	CAR 172.109(b); MATS RAC 7.	No Difference		

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 **2.25.1.1.2** **Standard**	2.25.1.1.2 When the aircraft's position is established, the air traffic services unit shall: a) advise the aircraft of its position and corrective action to be taken; and b) provide, as necessary, other ATS units and appropriate military units with relevant information concerning the strayed aircraft and any advice given to that aircraft.	CAR 172.109(b); MATS RAC 7.	No Difference		
Chapter 2 Reference **2.25.1.2** **Standard**	2.25.1.2 As soon as an air traffic services unit becomes aware of an unidentified aircraft in its area, it shall endeavour to establish the identity of the aircraft whenever this is necessary for the provision of air traffic services or required by the appropriate military authorities in accordance with locally agreed procedures. To this end, the air traffic services unit shall take such of the following steps as are appropriate in the circumstances: a) attempt to establish two-way communication with the aircraft; b) inquire of other air traffic services units within the flight information region about the flight and request their assistance in establishing two-way communication with the aircraft; c) inquire of air traffic services units serving the adjacent flight information regions about the flight and request their assistance in establishing two-way communication with the aircraft; d) attempt to obtain information from other aircraft in the area.	CAR 172.109(b); MATS RAC 7.	No Difference		

Report on entire Annex

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 **2.25.1.2.1** **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.	
Chapter 2 Reference **2.25.1.3** **Standard**	2.25.1.3 Should the ATS unit consider that a strayed or unidentified aircraft may be the subject of unlawful interference, the appropriate authority designated by the State shall immediately be informed, in accordance with locally agreed procedures.	CAR 172.109(b); MATS RAC 7.	No Difference		

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 **2.25.2.1** **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.	

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 **2.25.2.2** **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 **2.26.1** **Standard**	**2.26 Time in air traffic services** 2.26.1 Air traffic services units shall use Coordinated Universal Time (UTC) and shall express the time in hours and minutes and, when required, seconds of the 24-hour day beginning at midnight.	CAR 172.101(a)(1).	No Difference		
Chapter 2 Reference **2.26.2** **Standard**	2.26.2 Air traffic services units shall be equipped with clocks indicating the time in hours, minutes and seconds, clearly visible from each operating position in the unit concerned.	CAR 172.101, 172.57(b)(5)(v), 172.57(c)(2)(iv).	No Difference		

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 **2.26.3** **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.	
Chapter 2 Reference **2.26.4** **Standard**	2.26.4 The correct time shall be obtained from a standard time station or, if not possible, from another unit which has obtained the correct time from such station.	CAR 172.101(a)(2).	No Difference		
Chapter 2 Reference **2.26.5** **Standard**	2.26.5 Aerodrome control towers shall, prior to an aircraft taxiing for take-off, provide the pilot with the correct time, unless arrangements have been made for the pilot to obtain it from other sources. Air traffic services units shall, in addition, provide aircraft with the correct time on request. Time checks shall be given to the nearest half minute.	CAR 172.101(b).	No Difference		

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 **2.27** **Standard**	**2.27 Establishment of requirements for carriage and operation of pressure-altitude reporting transponders** States shall establish requirements for carriage and operation of pressure-altitude reporting transponders within defined portions of airspace. *Note.— This provision is intended to improve the effectiveness of air traffic services as well as airborne collision avoidance systems.*	CAR Part 71 Subpart E.	No Difference		

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 **2.28.1** **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.

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 **2.28.2** **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.

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 **2.28.3** **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.	

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 **2.28.4** **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.	

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 **2.29** **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.

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 **2.30.1** **Standard**	**2.30 Common reference systems** 2.30.1 Horizontal reference system World Geodetic System — 1984 (WGS-84) shall be used as the horizontal (geodetic) reference system for air navigation. Reported aeronautical geographical coordinates (indicating latitude and longitude) shall be expressed in terms of the WGS-84 geodetic reference datum. *Note.— Comprehensive guidance material concerning WGS-84 is contained in the* World Geodetic System — 1984 (WGS-84) Manual *(Doc 9674)*.	AIPNZ GEN 2.1, 3 Geodetic Reference Datum.	No Difference		
Chapter 2 Reference **2.30.2** **Standard**	2.30.2 Vertical reference system Mean sea level (MSL) datum, which gives the relationship of gravity-related height (elevation) to a surface known as the geoid, shall be used as the vertical reference system for air navigation. *Note.— The geoid globally most closely approximates MSL. It is defined as the equipotential surface in the gravity field of the Earth which coincides with the undisturbed MSL extended continuously through the continents*.	CAR Part 1 definition "altitude".	No Difference		

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 **2.30.3.1** **Standard**	2.30.3 Temporal reference system 2.30.3.1 The Gregorian calendar and Coordinated Universal Time (UTC) shall be used as the temporal reference system for air navigation.	National practice (calendar); AIP NZ GEN 2.1, 2 Time System.	No Difference		
Chapter 2 Reference **2.30.3.2** **Standard**	2.30.3.2 When a different temporal reference system is used, this shall be indicated in GEN 2.1.2 of the Aeronautical Information Publication (AIP).		Not Applicable		
Chapter 2 Reference **2.31.1** **Standard**	**2.31 Language proficiency** 2.31.1 An air traffic services provider shall ensure that air traffic controllers speak and understand the language(s) used for radiotelephony communications as specified in Annex 1.	CAR 65.13(2).	No Difference		
Chapter 2 Reference **2.31.2** **Standard**	2.31.2 Except when communications between air traffic control units are conducted in a mutually agreed language, the English language shall be used for such communications.	CAR 65.13.	No Difference		

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 **2.32** **Standard**	**2.32 Contingency arrangements** Air traffic services authorities shall develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned. *Note 1.— Guidance material relating to the development, promulgation and implementation of contingency plans is contained in Attachment C.* *Note 2.— Contingency plans may constitute a temporary deviation from the approved regional air navigation plans; such deviations are approved, as necessary, by the President of the ICAO Council on behalf of the Council.*	CAR 172.65.	No Difference		

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 **2.33.1** **Standard**	**2.33 Identification and delineation of prohibited, restricted and danger areas** 2.33.1 Each prohibited area, restricted area, or danger area established by a State shall, upon initial establishment, be given an identification and full details shall be promulgated. *Note.— See PANS-AIM (Doc 10066), Appendix 2, ENR 5.1.*	CARs, Part 71.	No Difference		
Chapter 2 Reference **2.33.2** **Standard**	2.33.2 The identification so assigned shall be used to identify the area in all subsequent notifications pertaining to that area.	CARs, Part 71.	No Difference		
Chapter 2 Reference **2.33.3** **Standard**	2.33.3 The identification shall be composed of a group of letters and figures as follows: a) nationality letters for location indicators assigned to the State or territory which has established the airspace; b) a letter P for prohibited area, R for restricted area and D for danger area as appropriate; and c) a number, unduplicated within the State or territory concerned. *Note.— Nationality letters are those contained in* Location Indicators *(Doc 7910).*	CARs, Part 71.	No Difference		

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 **2.33.4** **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.	
Chapter 2 Reference **2.33.5** **Recommendation**	2.33.5 **Recommendation.—** *When a prohibited, restricted or danger area is established, the area should be as small as practicable and be contained within simple geometrical limits, so as to permit ease of reference by all concerned.*	CAR 71.151.	No Difference		
Chapter 2 Reference **2.34** **Standard**	**2.34 Instrument flight procedure design service** States shall ensure that an instrument flight procedure design service is in place in accordance with Appendix 7.	CAR Part 173, Instrument Flight Procedure Service Organisation - Certification and Operation.	No Difference		

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 **3.1** **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 **3.2** **Standard**	**3.2 Provision of air traffic control service** The parts of air traffic control service described in 2.3.1 shall be provided by the various units as follows: a) *Area control service:* 1) by an area control centre; or 2) by the unit providing approach control service in a control zone or in a control area of limited extent which is designated primarily for the provision of approach control service and where no area control centre is established. b) *Approach control service:* 1) by an aerodrome control tower or area control centre when it is necessary or desirable to combine under the responsibility of one unit the functions of the approach control service with those of the aerodrome control service or the area control service; 2) by an approach control unit when it is necessary or desirable to establish a separate unit. c) *Aerodrome control service:* by an aerodrome control tower. *Note.— The task of providing specified services on the apron, e.g. apron management service, may be assigned to an aerodrome control tower or to a separate unit.*	CAR 172.75, 172.77.	No Difference		

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 **3.3.1** **Standard**	**3.3 Operation of air traffic control service** 3.3.1 In order to provide air traffic control service, an air traffic control unit shall: a) be provided with information on the intended movement of each aircraft, or variations therefrom, and with current information on the actual progress of each aircraft; b) determine from the information received, the relative positions of known aircraft to each other; c) issue clearances and information for the purpose of preventing collision between aircraft under its control and of expediting and maintaining an orderly flow of traffic; d) coordinate clearances as necessary with other units: 1) whenever an aircraft might otherwise conflict with traffic operated under the control of such other units; 2) before transferring control of an aircraft to such other units.	CAR 172.75(a)(1), 172.75(a)(2), 172.75(a)(3).	No Difference		
Chapter 3 Reference **3.3.2** **Standard**	3.3.2 Information on aircraft movements, together with a record of air traffic control clearances issued to such aircraft, shall be so displayed as to permit ready analysis in order to maintain an efficient flow of air traffic with adequate separation between aircraft.	CAR 172.75(a)(4).	No Difference		

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.
Chapter 3 Reference **3.3.4** **Standard**	3.3.4 Clearances issued by air traffic control units shall provide separation: a) between all flights in airspace Classes A and B; b) between IFR flights in airspace Classes C, D and E; c) between IFR flights and VFR flights in airspace Class C; d) between IFR flights and special VFR flights; e) between special VFR flights when so prescribed by the appropriate ATS authority, except that, when requested by an aircraft and if so prescribed by the appropriate ATS authority for the cases listed under b) above in airspace Classes D and E, a flight may be cleared without separation being so provided in respect of a specific portion of the flight conducted in visual meteorological conditions.	CAR 172.75(b)(1), 172.75(b)(2), 172.75(b)(3), 172.75(b)(4), 172.75(b)(5), 172.75(d).	No Difference		

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 **3.3.5** **Standard**	3.3.5 Separation by an air traffic control unit shall be obtained by at least one of the following: a) vertical separation, obtained by assigning different levels selected from: 1) the appropriate table of cruising levels in Appendix 3 of Annex 2, or 2) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of Annex 2 for flight above FL 410, except that the correlation of levels to track as prescribed therein shall not apply whenever otherwise indicated in appropriate aeronautical information publications or air traffic control clearances; b) horizontal separation, obtained by providing: 1) longitudinal separation, by maintaining an interval between aircraft operating along the same, converging or reciprocal tracks, expressed in time or distance; or 2) lateral separation, by maintaining aircraft on different routes or in different geographical areas; c) composite separation, consisting of a combination of vertical separation and one of the other forms of separation contained in b) above, using minima for each which may be lower than, but not less than half of, those used for each of the combined elements when applied individually. Composite separation shall only be applied on the basis of regional air	CAR 172.75(c), 172.77(a)(4), 172.77(f); CAR Part 172 Subpart E.	No Difference		

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
	navigation agreements. *Note.— Guidance material relating to the implementation of composite lateral/vertical separation is contained in the* Air Traffic Services Planning Manual *(Doc 9426).*				
Chapter 3 Reference **3.3.5.1** **Standard**	3.3.5.1 For all airspace where a reduced vertical separation minimum of 300 m (1 000 ft) is applied between FL 290 and FL 410 inclusive, a programme shall be instituted, on a regional basis, for monitoring the height-keeping performance of aircraft operating at these levels, in order to ensure that the continued application of this vertical separation minimum meets the safety objectives. The scope of regional monitoring programmes shall be adequate to conduct analyses of aircraft group performance and evaluate the stability of altimetry system error. *Note.— Guidance material relating to vertical separation and monitoring of height-keeping performance is contained in the* Manual on a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive *(Doc 9574)*.	Regional Monitoring Agency Handbook.	No Difference		

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 **3.3.5.2** **Standard**	3.3.5.2 Where RCP/RSP specifications are applied, programmes shall be instituted for monitoring the performance of the infrastructure and the participating aircraft against the appropriate RCP and/or RSP specifications, to ensure that operations in the applicable airspace continue to meet safety objectives. The scope of monitoring programmes shall be adequate to evaluate communication and/or surveillance performance, as applicable. *Note.— Guidance material relating to RCP and RSP specifications and monitoring of communication and surveillance performance is contained in the* Performance-based Communication and Surveillance (PBCS) Manual *(Doc 9869).*		Not Applicable		RCP and RSP are not applied in New Zealand.
Chapter 3 Reference **3.3.5.3** **Recommendation**	3.3.5.3 ***Recommendation.*** *— Arrangements should be put in place, through interregional agreement, for the sharing between regions of data and/or information from monitoring programmes.*	Regional Monitoring Agency Handbook.	No Difference		

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 **3.4.1** **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	

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
	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 **3.4.2** **Standard**	3.4.2 Details of the selected separation minima and of their areas of application shall be notified: a) to the ATS units concerned; and b) to pilots and operators through aeronautical information publications, where separation is based on the use by aircraft of specified navigation aids or specified navigation techniques.	AIP NZ ENR 1.1 Section 9.	No Difference		
Chapter 3 Reference **3.5.1** **Standard**	**3.5 Responsibility for control** 3.5.1 Responsibility for control of individual flights A controlled flight shall be under the control of only one air traffic control unit at any given time.	CAR 172.81(a).	No Difference		

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 **3.5.2** **Standard**	3.5.2 Responsibility for control within a given block of airspace Responsibility for the control of all aircraft operating within a given block of airspace shall be vested in a single air traffic control unit. However, control of an aircraft or groups of aircraft may be delegated to other air traffic control units provided that coordination between all air traffic control units concerned is assured.	CAR 172.81(b).	No Difference		
Chapter 3 Reference **3.6.1.1** **Standard**	**3.6 Transfer of responsibility for control** 3.6.1 Place or time of transfer The responsibility for the control of an aircraft shall be transferred from one air traffic control unit to another as follows: 3.6.1.1 *Between two units providing area control service.* The responsibility for the control of an aircraft shall be transferred from a unit providing area control service in a control area to the unit providing area control service in an adjacent control area at the time of crossing the common control area boundary as estimated by the area control centre having control of the aircraft or at such other point or time as has been agreed between the two units.	CAR 172.81(c). MATS RAC 3.	No Difference		

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 **3.6.1.2** **Standard**	3.6.1.2 *Between a unit providing area control service and a unit providing approach control service*. The responsibility for the control of an aircraft shall be transferred from a unit providing area control service to a unit providing approach control service, and vice versa, at a point or time agreed between the two units.	CAR 172.81(c). MATS RAC 3.	No Difference		

Report on entire Annex

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 **3.6.1.3.1** **Standard**	3.6.1.3 *Between a unit providing approach control service and an aerodrome control tower* 3.6.1.3.1 *Arriving aircraft*. The responsibility for the control of an arriving aircraft shall be transferred from the unit providing approach control service to the aerodrome control tower, when the aircraft: a) is in the vicinity of the aerodrome, and: 1) it is considered that approach and landing will be completed in visual reference to the ground, or 2) it has reached uninterrupted visual meteorological conditions, or b) is at a prescribed point or level, as specified in letters of agreement or ATS unit instructions; or c) has landed. *Note.— Even though there is an approach control unit, control of certain flights may be transferred directly from an area control centre to an aerodrome control tower and vice versa, by prior arrangement between the units concerned for the relevant part of approach control service to be provided by the area control centre or the aerodrome control tower, as applicable.*	CAR 172.81(c). MATS RAC 3.	No Difference		

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 **3.6.1.3.2** **Standard**	3.6.1.3.2 *Departing aircraft.* The responsibility for control of a departing aircraft shall be transferred from the aerodrome control tower to the unit providing approach control service: a) when visual meteorological conditions prevail in the vicinity of the aerodrome: 1) prior to the time the aircraft leaves the vicinity of the aerodrome, or 2) prior to the aircraft entering instrument meteorological conditions, or 3) at a prescribed point or level, as specified in letters of agreement or ATS unit instructions; b) when instrument meteorological conditions prevail at the aerodrome: 1) immediately after the aircraft is airborne, or 2) at a prescribed point or level, as specified in letters of agreement or ATS unit instructions. *Note.— See Note following 3.6.1.3.1.*	CAR 172.81(c). MATS RAC 3.	No Difference		

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 **3.6.1.4** **Standard**	3.6.1.4 *Between control sectors/positions within the same air traffic control unit* The responsibility for control of an aircraft shall be transferred from one control sector/position to another control sector/position within the same air traffic control unit at a point, level or time, as specified in ATS unit instructions.	CAR 172.81(c). MATS RAC 3.	No Difference		
Chapter 3 Reference **3.6.2.1** **Standard**	3.6.2 Coordination of transfer 3.6.2.1 Responsibility for control of an aircraft shall not be transferred from one air traffic control unit to another without the consent of the accepting control unit, which shall be obtained in accordance with 3.6.2.2, 3.6.2.2.1, 3.6.2.2.2 and 3.6.2.3.	CAR 172.81(d).	No Difference		
Chapter 3 Reference **3.6.2.2** **Standard**	3.6.2.2 The transferring control unit shall communicate to the accepting control unit the appropriate parts of the current flight plan and any control information pertinent to the transfer requested.	CAR 172.81(d)(2)(i) and (ii).	No Difference		
Chapter 3 Reference **3.6.2.2.1** **Standard**	3.6.2.2.1 Where transfer of control is to be effected using radar or ADS-B data, the control information pertinent to the transfer shall include information regarding the position and, if required, the track and speed of the aircraft, as observed by radar or ADS-B immediately prior to the transfer.	MATS RAC 6, 21.	No Difference		

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 **3.6.2.2.2** **Standard**	3.6.2.2.2 Where transfer of control is to be effected using ADS-C data, the control information pertinent to the transfer shall include the four-dimensional position and other information as necessary.	Pacific Operations Manual ADS Procedures.	No Difference		
Chapter 3 Reference **3.6.2.3** **Standard**	3.6.2.3 The accepting control unit shall: a) indicate its ability to accept control of the aircraft on the terms specified by the transferring control unit, unless by prior agreement between the two units concerned, the absence of any such indication is understood to signify acceptance of the terms specified, or indicate any necessary changes thereto; and b) specify any other information or clearance for a subsequent portion of the flight, which it requires the aircraft to have at the time of transfer.	MATS RAC 3.	No Difference		
Chapter 3 Reference **3.6.2.4** **Standard**	3.6.2.4 The accepting control unit shall notify the transferring control unit when it has established two-way voice and/or data link communications with and assumed control of the aircraft concerned, unless otherwise specified by agreement between the two control units concerned.	MATS RAC 3.	No Difference		
Chapter 3 Reference **3.6.2.5** **Standard**	3.6.2.5 Applicable coordination procedures, including transfer of control points, shall be specified in letters of agreement and ATS unit instructions as appropriate.	CAR 172.67(b).	No Difference		

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 **3.7** **Standard**	**3.7 Air traffic control clearances** Air traffic control clearances shall be based solely on the requirements for providing air traffic control service.	CAR 172.87.	No Difference		

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 **3.7.1.1** **Standard**	3.7.1 Contents of clearances 3.7.1.1 An air traffic control clearance shall indicate: a) aircraft identification as shown in the flight plan; b) clearance limit; c) route of flight; d) level(s) of flight for the entire route or part thereof and changes of levels if required; *Note.— If the clearance for the levels covers only part of the route, it is important for the air traffic control unit to specify a point to which the part of the clearance regarding levels applies whenever necessary to ensure compliance with 3.6.5.2.2 a) of Annex 2.* e) any necessary instructions or information on other matters such as approach or departure manoeuvres, communications and the time of expiry of the clearance. *Note.— The time of expiry of the clearance indicates the time after which the clearance will be automatically cancelled if the flight has not been commenced.*	CAR 172.87.	No Difference		

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 **3.7.1.2** **Recommendation**	3.7.1.2 **Recommendation.—** *Standard departure and arrival routes and associated procedures should be established when necessary to facilitate:* *a) the safe, orderly and expeditious flow of air traffic;* *b) the description of the route and procedure in air traffic control clearances.* *Note.— Material relating to the establishment of standard departure and arrival routes and associated procedures is contained in the* Air Traffic Services Planning Manual *(Doc 9426). The design criteria are contained in PANS-OPS (Doc 8168), Volume II.*	AIPNZ ENR 1.5-2.2, ENR 1.5-4.2.	No Difference		
Chapter 3 Reference **3.7.2.1** **Standard**	3.7.2 Clearances for transonic flight 3.7.2.1 The air traffic control clearance relating to the transonic acceleration phase of a supersonic flight shall extend at least to the end of that phase.	CAR 172.87(b)(6).	No Difference		
Chapter 3 Reference **3.7.2.2** **Recommendation**	3.7.2.2 **Recommendation.—** *The air traffic control clearance relating to the deceleration and descent of an aircraft from supersonic cruise to subsonic flight should provide for uninterrupted descent, at least during the transonic phase.*	CAR 172.87(b)(6).	No Difference		

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 **3.7.3.1** **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.	
Chapter 3 Reference **3.7.3.1.1** **Standard**	3.7.3.1.1 Other clearances or instructions, including conditional clearances, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.	AIP NZ ENR 1.1, 8.2.	No Difference		
Chapter 3 Reference **3.7.3.1.2** **Standard**	3.7.3.1.2 The controller shall listen to the read-back to ascertain that the clearance or instruction has been correctly acknowledged by the flight crew and shall take immediate action to correct any discrepancies revealed by the read-back.	MATS RAC 3.	No Difference		

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 **3.7.3.2** **Standard**	3.7.3.2 Unless specified by the appropriate ATS authority, voice read-back of CPDLC messages shall not be required. *Note.— The procedures and provisions relating to the exchange and acknowledgement of CPDLC messages are contained in Annex 10, Volume II, and the PANS-ATM (Doc 4444), Chapter 14.*	South Pacific Operations Manual - 5 CPDLC Procedures - 5.4.4 Approval of request or clearance / instruction.	No Difference		
Chapter 3 Reference **3.7.3.3** **Standard**	3.7.3.3 Vehicle drivers operating or intending to operate on the manoeuvring area shall read back to the air traffic controller safety-related parts of instructions which are transmitted by voice, e.g. instructions to enter, hold short of, cross and operate on any operational runway or taxiway.	CARs	No Difference	nil	nil
Chapter 3 Reference **3.7.3.4** **Standard**	3.7.3.4 The controller shall listen to the read-back to ascertain that the instruction has been correctly acknowledged by the vehicle driver and shall take immediate action to correct any discrepancies revealed by the read-back.	CARs	No Difference	nil	nil
Chapter 3 Reference **3.7.4** **Standard**	3.7.4 Coordination of clearances An air traffic control clearance shall be coordinated between air traffic control units to cover the entire route of an aircraft or a specified portion thereof as follows.	CAR 172.87.	No Difference		

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 **3.7.4.1** **Standard**	3.7.4.1 An aircraft shall be cleared for the entire route to the aerodrome of first intended landing: a) when it has been possible, prior to departure, to coordinate the clearance between all the units under whose control the aircraft will come; or b) when there is reasonable assurance that prior coordination will be effected between those units under whose control the aircraft will subsequently come. *Note.— Where a clearance is issued covering the initial part of the flight solely as a means of expediting departing traffic, the succeeding en-route clearance will be as specified above even though the aerodrome of first intended landing is under the jurisdiction of an area control centre other than the one issuing the en-route clearance.*	CAR 172.87.	No Difference		
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.	

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 **3.7.4.2.1.1** **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.	
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.	

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 **3.7.4.3** **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.	
Chapter 3 Reference **3.7.4.4** **Standard**	3.7.4.4 When an aircraft intends to leave a control area for flight outside controlled airspace, and will subsequently re-enter the same or another control area, a clearance from point of departure to the aerodrome of first intended landing may be issued. Such clearance or revisions thereto shall apply only to those portions of the flight conducted within controlled airspace.	MATS RAC 3, 22.4.	No Difference		
Chapter 3 Reference **3.7.5.1** **Standard**	3.7.5 Air traffic flow management 3.7.5.1 Air traffic flow management (ATFM) shall be implemented for airspace where air traffic demand at times exceeds, or is expected to exceed, the declared capacity of the air traffic control services concerned. *Note.— The capacity of the air traffic control services concerned will normally be declared by the appropriate ATS authority*.	CAR 172.85.	No Difference		

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 **3.7.5.2** **Recommendation**	3.7.5.2 **Recommendation**.— *ATFM should be implemented on the basis of regional air navigation agreements or, if appropriate, through multilateral agreements. Such agreements should make provision for common procedures and common methods of capacity determination.*	CAR 172.85.	No Difference		
Chapter 3 Reference **3.7.5.3** **Standard**	3.7.5.3 When it becomes apparent to an ATC unit that traffic additional to that already accepted cannot be accommodated within a given period of time at a particular location or in a particular area, or can only be accommodated at a given rate, that unit shall so advise the ATFM unit, when such is established, as well as, when appropriate, ATS units concerned. Flight crews of aircraft destined to the location or area in question and operators concerned shall also be advised of the delays expected or the restrictions that will be applied. *Note.— Operators concerned will normally be advised, in advance where possible, of restrictions imposed by the air traffic flow management unit when such is established.*	CAR 172.85; MATS RAC 2, 8.3.	No Difference		
Chapter 3 Reference **3.8.1** **Standard**	**3.8 Control of persons and vehicles at aerodromes** 3.8.1 The movement of persons or vehicles including towed aircraft on the manoeuvring area of an aerodrome shall be controlled by the aerodrome control tower as necessary to avoid hazard to them or to aircraft landing, taxiing or taking off.	CAR 172.77(a)(2).	No Difference		

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 **3.8.2** **Standard**	3.8.2 In conditions where low visibility procedures are in operation: a) persons and vehicles operating on the manoeuvring area of an aerodrome shall be restricted to the essential minimum, and particular regard shall be given to the requirements to protect the ILS/MLS sensitive area(s) when Category II or Category III precision instrument operations are in progress; b) subject to the provisions in 3.8.3, the minimum separation between vehicles and taxiing aircraft shall be as prescribed by the appropriate ATS authority taking into account the aids available; c) when mixed ILS and MLS Category II or Category III precision instrument operations are taking place to the same runway continuously, the more restrictive ILS or MLS critical and sensitive areas shall be protected. *Note.— The period of application of low visibility procedures is determined in accordance with ATS unit instructions. Guidance on low visibility operations on an aerodrome is contained in the* Manual of Surface Movement Guidance and Control Systems (SMGCS) *(Doc 9476).*	CAR 172.77(c). MATS RAC 4, 6.1.3 Limited Visibility Operations.	No Difference		
Chapter 3 Reference **3.8.3** **Standard**	3.8.3 Emergency vehicles proceeding to the assistance of an aircraft in distress shall be afforded priority over all other surface movement traffic.	CAR 172.77(a)(5).	No Difference		

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 **3.8.4** **Standard**	3.8.4 Subject to the provisions in 3.8.3, vehicles on the manoeuvring area shall be required to comply with the following rules: a) vehicles and vehicles towing aircraft shall give way to aircraft which are landing, taking off or taxiing; b) vehicles shall give way to other vehicles towing aircraft; c) vehicles shall give way to other vehicles in accordance with ATS unit instructions; d) notwithstanding the provisions of a), b) and c), vehicles and vehicles towing aircraft shall comply with instructions issued by the aerodrome control tower.	CAR 172.77(a)(6); CAR 139.119.	No Difference		
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.	

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 **3.10.1** **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.	

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 **4.1.1** **Standard**	**CHAPTER 4. FLIGHT INFORMATION SERVICE** **4.1 Application** 4.1.1 Flight information service shall be provided to all aircraft which are likely to be affected by the information and which are: a) provided with air traffic control service; or b) otherwise known to the relevant air traffic services units. *Note.— Flight information service does not relieve the pilot-in-command of an aircraft of any responsibilities and the pilot-in-command has to make the final decision regarding any suggested alteration of flight plan.*	CAR 172.93(a).	No Difference		

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 **4.1.2** **Standard**	4.1.2 Where air traffic services units provide both flight information service and air traffic control service, the provision of air traffic control service shall have precedence over the provision of flight information service whenever the provision of air traffic control service so requires. *Note.— It is recognized that in certain circumstances aircraft on final approach, landing, take-off and climb may require to receive without delay essential information other than that pertaining to the provision of air traffic control service.*	MATS RAC 10, 1.3 Priorities.	No Difference		

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 **4.2.1** **Standard**	**4.2 Scope of flight information service** 4.2.1 Flight information service shall include the provision of pertinent: a) SIGMET and AIRMET information; b) information concerning pre-eruption volcanic activity, volcanic eruptions and volcanic ash clouds; c) information concerning the release into the atmosphere of radioactive materials or toxic chemicals; d) information on changes in the availability of radio navigation services; e) information on changes in condition of aerodromes and associated facilities, including information on the state of the aerodrome movement areas when they are affected by snow, ice or significant depth of water; f) information on unmanned free balloons; and of any other information likely to affect safety.	CAR 172.93(b).	No Difference		

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 **4.2.2** **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.	

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 **4.2.4** **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.	

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 **4.3.1.3** **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.	

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 **4.3.2.2** **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 allotted*	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
	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.	
Chapter 4 Reference **4.3.2.4** **Recommendation**	4.3.2.4 **Recommendation.—** *Where HF OFIS broadcasts are available in more than one language, a discrete channel should be used for each language.*		Not Applicable		

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.	
Chapter 4 Reference **4.3.3.4** **Recommendation**	4.3.3.4 **Recommendation.—** *Where VHF OFIS broadcasts are available in more than one language, a discrete channel should be used for each language*.		Not Applicable		

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.				

Report on entire Annex

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 **4.3.4.1** **Standard**	4.3.4 Voice-automatic terminal information service (Voice-ATIS) broadcasts 4.3.4.1 Voice-automatic terminal information service (Voice-ATIS) broadcasts shall be provided at aerodromes where there is a requirement to reduce the communication load on the ATS VHF air-ground communication channels. When provided, they shall comprise: a) one broadcast serving arriving aircraft; or b) one broadcast serving departing aircraft; or c) one broadcast serving both arriving and departing aircraft; or d) two broadcasts serving arriving and departing aircraft respectively at those aerodromes where the length of a broadcast serving both arriving and departing aircraft would be excessively long.	AIP GEN 3.4; MATS EQP, 17.	No Difference		ATIS (as per c))is provided at controlled aerodromes.
Chapter 4 Reference **4.3.4.2** **Standard**	4.3.4.2 A discrete VHF frequency shall, whenever practicable, be used for Voice-ATIS broadcasts. If a discrete frequency is not available, the transmission may be made on the voice channel(s) of the most appropriate terminal navigation aid(s), preferably a VOR, provided the range and readability are adequate and the identification of the navigation aid is sequenced with the broadcast so that the latter is not obliterated.	CAR Part 172. AIPNZ GEN 3.4.	No Difference		Discrete VHF frequencies are used for ATIS.

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 **4.3.4.3** **Standard**	4.3.4.3 Voice-ATIS broadcasts shall not be transmitted on the voice channel of an ILS.	CAR Part 172. AIPNZ GEN 3.7.	No Difference		ATIS frequencies are in the VHF RTF spectrum.
Chapter 4 Reference **4.3.4.4** **Standard**	4.3.4.4 Whenever Voice-ATIS is provided, the broadcast shall be continuous and repetitive.	CAR Part 172. AIPNZ GEN 3.4, 3.4.	No Difference		ATIS broadcasts are continuous and repetitive.
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.
Chapter 4 Reference **4.3.4.6** **Standard**	4.3.4.6 Voice-ATIS broadcasts provided at designated aerodromes for use by international air services shall be available in the English language as a minimum.	AIPNZ GEN 3.4, s3.5.	No Difference		

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 **4.3.4.7** **Recommendation**	4.3.4.7 **Recommendation.—** *Where Voice-ATIS broadcasts are available in more than one language, a discrete channel should be used for each language*.		Not Applicable		
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** **Standard**	4.3.5 Data link-automatic terminal information service (D-ATIS) 4.3.5.1 Where a D-ATIS supplements the existing availability of Voice-ATIS, the information shall be identical in both content and format to the applicable Voice-ATIS broadcast.		Not Applicable		

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 **4.3.5.1.1** **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.	
Chapter 4 Reference **4.3.5.2** **Standard**	4.3.5.2 Where a D-ATIS supplements the existing availability of Voice-ATIS and the ATIS requires updating, Voice–ATIS and D-ATIS shall be updated simultaneously. *Note.— Guidance material relating to D-ATIS is contained in the* Manual of Air Traffic Services Data Link Applications *(Doc 9694). The technical requirements for the D-ATIS application are contained in Annex 10, Volume III, Part I, Chapter 3.*		Not Applicable		

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. *Note.— In accordance with Sections 4.1 and 4.3 of*	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
	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				

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
	agreements.				

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 **4.3.8** **Standard**	4.3.8 ATIS for arriving aircraft ATIS messages containing arrival information only shall contain the following elements of information in the order listed: a) name of aerodrome; b) arrival 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) main landing runway(s); 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;		Not Applicable		ATIS broadcasts are for both arriving and departing aircraft.

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 area 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				

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
	agreements.				

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 **4.3.9** **Standard**	4.3.9 ATIS for departing aircraft ATIS messages containing departure information only shall contain the following elements of information in the order listed: a) name of aerodrome; b) departure indicator; c) contract type, if communication is via D-ATIS; d) designator; e) time of observation, if appropriate; f) runway(s) to be used for takeoff; status of arresting system constituting a potential hazard, if any; g) significant surface conditions of runway(s) to be used for takeoff and, if appropriate, braking action; h) departure delay, if appropriate; i) transition level, if applicable; j) other essential operational information; k) 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; *l) visibility and, when applicable, RVR and, if		Not Applicable		ATIS broadcasts are for both arriving and departing aircraft.

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
	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; *m) present weather; *n) 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; o) air temperature; †p) dew point temperature; q) altimeter setting(s); r) any available information on significant meteorological phenomena in the climbout area including wind shear; s) trend forecast, when available; and t) 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 agreements.				

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 **4.4.1** **Recommendation**	**4.4 VOLMET broadcasts and D-VOLMET service** 4.4.1 **Recommendation**.— *HF and/or VHF VOLMET broadcasts and/or D-VOLMET service should be provided when it has been determined by regional air navigation agreements that a requirement exists*. *Note.— Annex 3, 11.5 and 11.6 provide details of VOLMET broadcasts and DVOLMET service*.	AIPNZ GEN 3.5 paragraph 4.8.6 and Table GEN 3.5-6.	No Difference		
Chapter 4 Reference **4.4.2** **Recommendation**	4.4.2 **Recommendation**.— *VOLMET broadcasts should use standard radiotelephony phraseologies*. *Note.— Guidance on standard radiotelephony phraseologies to be used in VOLMET broadcasts is given in the* Manual on Coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Services *(Doc 9377), Appendix 1.*	AIP NZ GEN 3.5 paragraph 4.9.7 and Table GEN 3.5-6.	No Difference		

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 **5.1.1** **Standard**	**CHAPTER 5. ALERTING SERVICE** **5.1 Application** 5.1.1 Alerting service shall be provided: a) for all aircraft provided with air traffic control service; b) in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services; and c) to any aircraft known or believed to be the subject of unlawful interference.	CAR 172.97(b).	No Difference		
Chapter 5 Reference **5.1.2** **Standard**	5.1.2 Flight information centres or area control centres shall serve as the central point for collecting all information relevant to a state of emergency of an aircraft operating within the flight information region or control area concerned and for forwarding such information to the appropriate rescue coordination centre.	CAR 172.97(d).	No Difference		
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

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 **5.1.3.1** **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 **5.1.4** **Standard**	5.1.4 In the event of a state of emergency arising to an aircraft while it is under the control of an aerodrome control tower or approach control unit, such unit shall notify immediately the flight information centre or area control centre responsible which shall in turn notify the rescue coordination centre, except that notification of the area control centre, flight information centre, or rescue coordination centre shall not be required when the nature of the emergency is such that the notification would be superfluous.	CAR 172.97(d)(2).	No Difference		
Chapter 5 Reference **5.1.4.1** **Standard**	5.1.4.1 Nevertheless, whenever the urgency of the situation so requires, the aerodrome control tower or approach control unit responsible shall first alert and take other necessary steps to set in motion all appropriate local rescue and emergency organizations which can give the immediate assistance required.	CAR 172.97(e).	No Difference		

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 **5.2.1** **Standard**	**5.2 Notification of rescue coordination centres** 5.2.1 Without prejudice to any other circumstances that may render such notification advisable, air traffic services units shall, except as prescribed in 5.5.1, notify rescue coordination centres immediately an aircraft is considered to be in a state of emergency in accordance with the following: a) *Uncertainty phase* when: 1) no communication has been received from an aircraft within a period of thirty minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier, or when 2) an aircraft fails to arrive within thirty minutes of the estimated time of arrival last notified to or estimated by air traffic services units, whichever is the later, except when no doubt exists as to the safety of the aircraft and its occupants. b) *Alert phase* when: 1) following the uncertainty phase, subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any news of the aircraft, or when 2) an aircraft has been cleared to land and fails to land within five minutes of the estimated time of	CAR 172.97(f)(1), 172.97(f)(2), 172.97(f)(3).	No Difference	The Uncertainty Phase (INCERFA) is declared when— (i) no communication has been received from an IFR or controlled VFR aircraft within a period of 15 minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with the aircraft was first made, whichever is the earlier; or (ii) a pilot fails to terminate the flight plan or amend the nominated SARTIME and immediate checks have failed to locate the aircraft; or (iii) a VFR aircraft on a VFR flight plan for which a SARTIME has not been provided fails to arrive within 30 minutes of the estimated time of arrival— except when no doubt exists as to the safety of the aircraft and its occupants.	

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
	landing and communication has not been re-established with the aircraft, or when 3) information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely or where the likelihood of a forced landing has not been determined, except when evidence exists that would allay apprehension as to the safety of the aircraft and its occupants, or when 4) an aircraft is known or believed to be the subject of unlawful interference. c) *Distress phase* when: 1) following the alert phase, further unsuccessful attempts to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress, or when 2) the fuel on board is considered to be exhausted, or to be insufficient to enable the aircraft to reach safety, or when 3) information is received which indicates that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely, or when 4) information is received or it is reasonably certain that the aircraft is about to make or has made a forced landing,				

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
	except when there is reasonable certainty that the aircraft and its occupants are not threatened by grave and imminent danger and do not require immediate assistance.				
Chapter 5 Reference **5.2.2** **Standard**	5.2.2 The notification shall contain such of the following information as is available in the order listed: a) INCERFA, ALERFA or DETRESFA, as appropriate to the phase of the emergency; b) agency and person calling; c) nature of the emergency; d) significant information from the flight plan; e) unit which made last contact, time and means used; f) last position report and how determined; g) colour and distinctive marks of aircraft; h) dangerous goods carried as cargo; i) any action taken by reporting office; and j) other pertinent remarks.	CAR 172.97(g). Item h) is provided for in MATS RAC 7.	No Difference		

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 **5.2.2.1** **Recommendation**	5.2.2.1 **Recommendation.—** *Such part of the information specified in 5.2.2, which is not available at the time notification is made to a rescue coordination centre, should be sought by an air traffic services unit prior to the declaration of a distress phase, if there is reasonable certainty that this phase will eventuate.* *Note.— Information on the position of an aircraft in a distress condition may be accessible from the Location of an Aircraft in Distress Repository (LADR). Guidance on use of LADR is contained in the Manual on Global Aeronautical Distress and Safety System (GADSS) (Doc 10165). For more information see Annex 6, Part I, Appendix 9.*	MATS RAC 7 specifies notification requirements.	No Difference		
Chapter 5 Reference **5.2.3** **Standard**	5.2.3 Further to the notification in 5.2.1, the rescue coordination centre shall, without delay, be furnished with: a) any useful additional information, especially on the development of the state of emergency through subsequent phases; or b) information that the emergency situation no longer exists. *Note.— The cancellation of action initiated by the rescue coordination centre is the responsibility of that centre.*	CAR 172.97(h).	No Difference		

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 **5.3** **Standard**	**5.3 Use of communication facilities** Air traffic services units shall, as necessary, use all available communication facilities to endeavour to establish and maintain communication with an aircraft in a state of emergency, and to request news of the aircraft.	CAR 172.97(i).	No Difference		
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.	
Chapter 5 Reference **5.5.1** **Standard**	**5.5 Information to the operator** 5.5.1 When an area control or a flight information centre decides that an aircraft is in the uncertainty or the alert phase, it shall, when practicable, advise the operator prior to notifying the rescue coordination centre. *Note.— If an aircraft is in the distress phase, the rescue coordination centre has to be notified immediately in accordance with 5.2.1.*	CAR 172.97(l)(1).	No Difference		

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 **5.5.2** **Standard**	5.5.2 All information notified to the rescue coordination centre by an area control or flight information centre shall, whenever practicable, also be communicated, without delay, to the operator.	CAR 172.97(l)(2).	No 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.	

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 **6.1.1.1** **Standard**	**CHAPTER 6. AIR TRAFFIC SERVICES REQUIREMENTS FOR COMMUNICATIONS** **6.1 Aeronautical mobile service (air-ground communications)** 6.1.1 General 6.1.1.1 Radiotelephony and/or data link shall be used in air-ground communications for air traffic services purposes. *Note.— Requirements for ATS units to be provided with and to maintain guard on the emergency channel 121.5 MHz are specified in Annex 10, Volumes II and V.*	CAR 172.57(b)(4), 172.57(c)(1).	No Difference		

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 **6.1.1.2** **Standard**	6.1.1.2 Where an RCP specification has been prescribed by States for performance-based communication, ATS units shall, in addition to the requirements specified in 6.1.1.1, be provided with communication equipment which will enable them to provide ATS in accordance with the prescribed RCP specification(s). *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).*		Not Applicable		RCP is nt yet prescribed in CARs.
Chapter 6 Reference **6.1.1.3** **Standard**	6.1.1.3 When direct pilot-controller two-way radiotelephony or data link communications are used for the provision of air traffic control service, recording facilities shall be provided on all such air-ground communication channels. *Note.— Requirements for retention of all automatic recordings of communications in ATC are specified in Annex 10, Volume II, 3.5.1.5.*	CAR 172.115(c).	No Difference		
Chapter 6 Reference **6.1.1.4** **Standard**	6.1.1.4 Recordings of communications channels as required in paragraph 6.1.1.3 shall be retained for a period of at least thirty days.	CAR 172.115(b), (c) and (h).	No Difference		

Report on entire Annex

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 **6.1.2.1** **Standard**	6.1.2 For flight information service 6.1.2.1 Air-ground communication facilities shall enable two-way communications to take place between a unit providing flight information service and appropriately equipped aircraft flying anywhere within the flight information region.	CAR 172.57(b)(4), 172.57(c)(1).	No Difference		
Chapter 6 Reference **6.1.2.2** **Recommendation**	6.1.2.2 **Recommendation.—** *Whenever practicable, air-ground communication facilities for flight information service should permit direct, rapid, continuous and static-free two-way communications.*	CAR Part 172. Actual facilities meet the Standard.	No Difference		
Chapter 6 Reference **6.1.3.1** **Standard**	6.1.3 For area control service 6.1.3.1 Air-ground communication facilities shall enable two-way communications to take place between a unit providing area control service and appropriately equipped aircraft flying anywhere within the control area(s).	CAR 172.57(c)(1).	No Difference		
Chapter 6 Reference **6.1.3.2** **Recommendation**	6.1.3.2 **Recommendation.—** *Whenever practicable, air-ground communication facilities for area control service should permit direct, rapid, continuous and static-free two-way communications.*	CAR 172(c)(1). Actual facilities meet the Recommendation.	No Difference		

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 **6.1.3.3** **Recommendation**	6.1.3.3 **Recommendation.—** *Where air-ground voice communication channels are used for area control service and are worked by air-ground communicators, suitable arrangements should be made to permit direct pilot-controller voice communications, as and when required.*	Actual facilities meet the Recommendation.	No Difference		
Chapter 6 Reference **6.1.4.1** **Standard**	6.1.4 For approach control service 6.1.4.1 Air-ground communication facilities shall enable direct, rapid, continuous and static-free two-way communications to take place between the unit providing approach control service and appropriately equipped aircraft under its control.	CAR 172.57(c)(1). Actual facilities meet the Standard.	No Difference		
Chapter 6 Reference **6.1.4.2** **Standard**	6.1.4.2 Where the unit providing approach control service functions as a separate unit, air-ground communications shall be conducted over communication channels provided for its exclusive use.	CAR 172.57(c).	No Difference		

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 **6.1.5.1** **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.	
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.	

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 **6.2.1.1** **Standard**	**6.2 Aeronautical fixed service (ground-ground communications)** 6.2.1 General 6.2.1.1 Direct-speech and/or data link communications shall be used in ground-ground communications for air traffic services purposes. *Note 1.— Indication by time of the speed with which the communication should be established is provided as a guide to communication services, particularly to determine the types of communication channels required, e.g. that "instantaneous" is intended to refer to communications which effectively provide for immediate access between controllers; "fifteen seconds" to accept switchboard operation and "five minutes" to mean methods involving retransmission.* *Note 2.— Requirements for retention of all automatic recordings of communications in ATC are specified in Annex 10, Volume II, 3.5.1.5.*	CAR 172.67(d).	No Difference		

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 **6.2.2.1.1** **Standard**	6.2.2 Communications within a flight information region 6.2.2.1 *Communications between air traffic services units* 6.2.2.1.1 A flight information centre shall have facilities for communications with the following units providing a service within its area of responsibility: a) the area control centre, unless collocated; b) approach control units; c) aerodrome control towers.	CAR 172.67(d).	No Difference		
Chapter 6 Reference **6.2.2.1.2** **Standard**	6.2.2.1.2 An area control centre, in addition to being connected to the flight information centre as prescribed in 6.2.2.1.1, shall have facilities for communications with the following units providing a service within its area of responsibility: a) approach control units; b) aerodrome control towers; c) air traffic services reporting offices, when separately established.	CAR 172.67(d).	No Difference		

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 **6.2.2.1.3** **Standard**	6.2.2.1.3 An approach control unit, in addition to being connected to the flight information centre and the area control centre as prescribed in 6.2.2.1.1 and 6.2.2.1.2, shall have facilities for communications with the associated aerodrome control tower(s) and, when separately established, the associated air traffic services reporting office(s).	CAR 172.67(d).	No Difference		
Chapter 6 Reference **6.2.2.1.4** **Standard**	6.2.2.1.4 An aerodrome control tower, in addition to being connected to the flight information centre, the area control centre and the approach control unit as prescribed in 6.2.2.1.1, 6.2.2.1.2 and 6.2.2.1.3, shall have facilities for communications with the associated air traffic services reporting office, when separately established.	CAR 172.67(d).	No Difference		

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 **6.2.2.2.1** **Standard**	6.2.2.2 *Communications between air traffic services units and other units* 6.2.2.2.1 A flight information centre and an area control centre shall have facilities for communications with the following units providing a service within their respective area of responsibility: a) appropriate military units; b) the meteorological office serving the centre; c) the aeronautical telecommunications station serving the centre; d) appropriate operator's offices; e) the rescue coordination centre or, in the absence of such centre, any other appropriate emergency service; f) the international NOTAM office serving the centre.	CAR 172.67, 172.57(c)(1).	No Difference		

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 **6.2.2.2.2** **Standard**	6.2.2.2.2 An approach control unit and an aerodrome control tower shall have facilities for communications with the following units providing a service within their respective area of responsibility: a) appropriate military units; b) rescue and emergency services (including ambulance, fire, etc.); c) the meteorological office serving the unit concerned; d) the aeronautical telecommunications station serving the unit concerned; e) the unit providing apron management service, when separately established.	CAR 172.67, 172.57(c)(1).	No Difference		
Chapter 6 Reference **6.2.2.2.3** **Standard**	6.2.2.2.3 The communication facilities required under 6.2.2.2.1 a) and 6.2.2.2.2 a) shall include provisions for rapid and reliable communications between the air traffic services unit concerned and the military unit(s) responsible for control of interception operations within the area of responsibility of the air traffic services unit.	CAR 172.67, 172.57(c)(1).	No Difference		

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 **6.2.2.3.1** **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.	
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.	

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 **6.2.2.3.3** **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.	
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 **6.2.2.3.7** **Standard**	6.2.2.3.7 All facilities for direct-speech or data link communications between air traffic services units and between air traffic services units and other units described under 6.2.2.2.1 and 6.2.2.2.2 shall be provided with automatic recording.	CAR 172.115.	No Difference		

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 **6.2.2.3.8** **Standard**	6.2.2.3.8 Recordings of data and communications as required in 6.2.2.3.3 and 6.2.2.3.7 shall be retained for a period of at least thirty days.	CAR 172.115(c).	No Difference		
Chapter 6 Reference **6.2.3.1** **Standard**	6.2.3 Communications between flight information regions 6.2.3.1 Flight information centres and area control centres shall have facilities for communications with all adjacent flight information centres and area control centres.	CAR 172.67(d).	No Difference		
Chapter 6 Reference **6.2.3.1.1** **Standard**	6.2.3.1.1 These communication facilities shall in all cases include provisions for messages in a form suitable for retention as a permanent record, and delivery in accordance with transit times specified by regional air navigation agreements.	CAR 172.67(d).	No Difference		
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.	

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 **6.2.3.1.3** **Standard**	6.2.3.1.3 When so required by agreement between the States concerned in order to eliminate or reduce the need for interceptions in the event of deviations from assigned track, facilities for communications between adjacent flight information centres or area control centres other than those mentioned in 6.2.3.1.2 shall include provisions for direct speech alone, or in combination with data link communications. The communication facilities shall be provided with automatic recording.	CAR 172.67(b) and (d).	No Difference		
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 **6.2.3.2** **Recommendation**	6.2.3.2 **Recommendation.—** *Adjacent ATS units should be connected in all cases where special circumstances exist.* *Note.— Special circumstances may be due to traffic density, types of aircraft operations and/or the manner in which the airspace is organized and may exist even if the control areas and/or control zones are not contiguous or have not (yet) been established.*	CAR 172.67(d).	No Difference		
Chapter 6 Reference **6.2.3.3** **Recommendation**	6.2.3.3 **Recommendation.—** *Wherever local conditions are such that it is necessary to clear aircraft into an adjacent control area prior to departure, an approach control unit and/or aerodrome control tower should be connected with the area control centre serving the adjacent area.*	CAR 172.67(d).	No Difference		

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 **6.2.3.4** **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.	
Chapter 6 Reference **6.2.3.5** **Standard**	6.2.3.5 In all cases where automatic exchange of data between air traffic services computers is required, suitable facilities for automatic recording shall be provided.	CAR 172.115(c).	No Difference		
Chapter 6 Reference **6.2.3.6** **Standard**	6.2.3.6 Recordings of data and communications as required in 6.2.3.5 shall be retained for a period of at least thirty days.	CAR 172.115(c).	No Difference		

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 6 Reference **6.3.1.1** **Standard**	**6.3 Surface movement control service** 6.3.1 Communications for the control of vehicles other than aircraft on manoeuvring areas at controlled aerodromes 6.3.1.1 Two-way radiotelephony communication facilities shall be provided for aerodrome control service for the control of vehicles on the manoeuvring area, except where communication by a system of visual signals is deemed to be adequate.	CAR 172.57(b)(4)(ii).	No Difference		

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 **6.3.1.2** **Standard**	6.3.1.2 Where conditions warrant, separate communication channels shall be provided for the control of vehicles on the manoeuvring area. Automatic recording facilities shall be provided on all such channels.	CAR 172.57(4)(ii); 172.115(c).	No Difference		
Chapter 6 Reference **6.3.1.3** **Standard**	6.3.1.3 Recordings of communications as required in 6.3.1.2 shall be retained for a period of at least thirty days. *Note.— See also Annex 10, Volume II, 3.5.1.5.*	CAR 172.115(c).	No Difference		
Chapter 6 Reference **6.4.1.1** **Standard**	**6.4 Aeronautical radio navigation service** 6.4.1 Automatic recording of surveillance data 6.4.1.1 Surveillance data from primary and secondary radar equipment or other systems (e.g. ADS-B, ADS-C), used as an aid to air traffic services, shall be automatically recorded for use in accident and incident investigations, search and rescue, air traffic control and surveillance systems evaluation and training.	CAR172.115(c)(3).	No Difference		

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 **6.4.1.2** **Standard**	6.4.1.2 Automatic recordings shall be retained for a period of at least thirty days. When the recordings are pertinent to accident and incident investigations, they shall be retained for longer periods until it is evident that they will no longer be required.	CAR 172.115(c)(3), 172.115(h).	No Difference		

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 **7.1.1.1** **Standard**	**CHAPTER 7. AIR TRAFFIC SERVICES REQUIREMENTS FOR INFORMATION** **7.1 Meteorological information** 7.1.1 General 7.1.1.1 Air traffic services units shall be supplied with up-to-date information on existing and forecast meteorological conditions as necessary for the performance of their respective functions. The information shall be supplied in such a form as to require a minimum of interpretation on the part of air traffic services personnel and with a frequency which satisfies the requirements of the air traffic services units concerned.	CAR 172.73(b).	No Difference		

Report on entire Annex

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 **7.1.1.2** **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 **7.1.3.2** **Standard**	7.1.3.2 Units providing approach control service shall be provided with current pressure data for setting altimeters, for locations specified by the unit providing approach control service.	MATS MET 7.3.	No Difference		
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 **7.1.4.2** **Standard**	7.1.4.2 Aerodrome control towers shall be provided with current pressure data for setting altimeters for the aerodrome concerned.	CAR 172.57(b)(5)(viii), 172(b)(6).	No Difference		
Chapter 7 Reference **7.1.4.3** **Standard**	7.1.4.3 Aerodrome control towers 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 meteorological station, where such a station exists. Where multiple sensor(s) are used, the displays to which they are related shall be clearly marked to identify the runway and section of the runway monitored by each sensor.	CAR 172.57(b)(5)(xiv), MATS MET 6.4.	No Difference		

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 **7.1.4.4** **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.	
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.	

Report on entire Annex

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 **7.1.5** **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.	
Chapter 7 Reference **7.2** **Standard**	**7.2 Information on aerodrome conditions and the operational status of associated facilities** Aerodrome control towers and units providing approach control service shall be kept currently informed of the operationally significant conditions of the movement area, including the existence of temporary hazards, and the operational status of any associated facilities at the aerodrome(s) with which they are concerned.	CAR 172.71(c).	No Difference		
Chapter 7 Reference **7.3.1** **Standard**	**7.3 Information on the operational status of navigation services** 7.3.1 ATS units shall be kept currently informed of the operational status of radio navigation services and visual aids essential for take-off, departure, approach and landing procedures within their area of responsibility and those radio navigation services and visual aids essential for surface movement.	CAR 172.71(b).	No Difference		

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 **7.3.2** **Recommendation**	7.3.2 **Recommendation.—** *Information on the operational status, and any changes thereto, of radio navigation services and visual aids as referred to in 7.3.1 should be received by the appropriate ATS unit(s) on a timely basis consistent with the use of the service(s) and aid(s) involved.* *Note.— Guidance material regarding the provision of information to ATS units in respect to visual and non-visual navigation aids is contained in the* Air Traffic Services Planning Manual *(Doc 9426). Specifications for monitoring visual aids are contained in Annex 14, Volume I, and related guidance material is in the* Aerodrome Design Manual *(Doc 9157), Part 5. Specifications for monitoring non-visual aids are contained in Annex 10, Volume I.*	CAR 172.71(b).	No Difference		
Chapter 7 Reference **7.4** **Standard**	**7.4 Information on unmanned free balloons** Operators of unmanned free balloons shall keep the appropriate air traffic services units informed of details of flights of unmanned free balloons in accordance with the provisions contained in Annex 2.	CAR Part 101 Subpart C; CAR 101.117.	No Difference		

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 **7.5.1** **Standard**	**7.5 Information concerning volcanic activity** 7.5.1 ATS units shall be informed, in accordance with local agreement, of pre-eruption volcanic activity, volcanic eruptions and volcanic ash cloud which could affect airspace used by flights within their area of responsibility.	CAR 172.71(a).	No Difference		
Chapter 7 Reference **7.5.2** **Standard**	7.5.2 Area control centres and flight information centres shall be provided with volcanic ash advisory information issued by the associated VAAC. *Note.— VAACs are designated by regional air navigation agreements in accordance with Annex 3, 3.5.1.*	CAR 172.71(a).	No Difference		
Chapter 7 Reference **7.6** **Standard**	**7.6 Information concerning radioactive materials and toxic chemical "clouds"** ATS units shall be informed, in accordance with local agreement, of the release into the atmosphere of radioactive materials or toxic chemicals which could affect airspace used by flights within their area of responsibility.	CAR 172.71(a)(4).	No Difference		

- END -