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Chapter 1 Reference 1.2.1.2 **Recommendation**	1.2.1.2 **Recommendation.**— *In precise geodetic applications and some air navigation applications, temporal changes in the tectonic plate motion and tidal effects on the Earth's crust should be modelled and estimated. To reflect the temporal effect, an epoch should be included with any set of absolute station coordinates.* *Note 1.— The latest version of the WGS-84 (G2139) reference frame is realized through coordinates of 17 GPS tracking stations which are part of the GPS Control Segment. They are aligned to IGb14 (considered to be equivalent to International Terrestrial Reference Frame 2014 (ITRF 2014)) at epoch 2005.0.* *Note 2.— Another precise worldwide terrestrial coordinate system is the International Earth Rotation Service (IERS) Terrestrial Reference System (ITRS), and the realization of ITRS is the IERS ITRF. Guidance material regarding the ITRS is provided in Appendix C of Doc 9674. WGS-84 (G2139) is consistent with ITRF 2014 and in practical realization the difference between these two systems is statistically insignificant for most applications, meaning WGS-84 (G2139) and ITRF 2014 are essentially identical.*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 1 Reference 1.2.2.2 **Standard**	1.2.2.2 The Earth Gravitational Model — 1996 (EGM-96) shall be used as the global gravity model for international air navigation.	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	

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Chapter 1 Reference 1.2.2.3 **Standard**	1.2.2.3 At those geographical positions where the accuracy of EGM-96 does not meet the accuracy requirements for elevation and geoid undulation on the basis of EGM-96 data, regional, national or local geoid models containing high resolution (short wavelength) gravity field data shall be developed and used. When a geoid model other than the EGM-96 model is used, a description of the model used, including the parameters required for height transformation between the model and EGM-96, shall be provided in the Aeronautical Information Publication (AIP). *Note.— Specifications concerning determination and reporting (accuracy of field work and data integrity) of elevation and geoid undulation at specific positions at aerodromes/heliports are given in the PANS-AIM (Doc 10066), Appendix 1.*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 2 Reference 2.4.2 **Standard**	2.4.2 When aeronautical data and aeronautical information are provided to a State in accordance with 2.3.8, the receiving State shall not provide the digital data sets of the providing State to any third party without the consent of the providing State.	CAR 179.59.	Less protective or partially implemented or not implemented	Not specified in detail in the rule.	
Chapter 3 Reference 3.4.1 **Standard**	**3.4 Data error detection** 3.4.1 Digital data error detection techniques shall be used during the transmission and/or storage of aeronautical data and digital data sets.	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	

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Chapter 3 Reference 3.4.2 **Standard**	3.4.2 Digital data error detection techniques shall be used in order to maintain the integrity levels as specified in 3.2.3. *Note.— Detailed specifications concerning digital data error detection techniques are contained in the PANS-AIM (Doc 10066).*	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 3 Reference 3.5.1 **Standard**	**3.5 Use of automation** 3.5.1 Automation shall be applied in order to ensure the quality, efficiency and cost-effectiveness of aeronautical information services. *Note.— Guidance material on the development of databases and the establishment of data exchange services is contained in Doc 8126.*	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 3 Reference 3.5.2 **Standard**	3.5.2 Due consideration to the integrity of data and information shall be given when automated processes are implemented and mitigating steps taken where risks are identified. *Note.— Risks of altering the integrity of data and information may be introduced by automated processes in cases of unexpected systems behaviours.*	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	

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Chapter 3 Reference 3.5.3 **Standard**	3.5.3 In order to meet the data quality requirements, automation shall: a) enable digital aeronautical data exchange between the parties involved in the data processing chain; and b) use aeronautical information exchange models and data exchange models designed to be globally interoperable.	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 3 Reference 3.7.1 **Standard**	**3.7 Human factors considerations** 3.7.1 The organization of an AIS as well as the design, contents, processing and distribution of aeronautical data and aeronautical information shall take into consideration human factors principles which facilitate their optimum utilization.	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 3 Reference 3.7.2 **Standard**	3.7.2 Due consideration shall be given to the integrity of information where human interaction is required and mitigating steps taken where risks are identified. *Note.— This may be accomplished through the design of systems, operating procedures or improvements in the operating environment.*	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	Standard practice, despite not being specified.

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Chapter 4 Reference 4.2.1 **Standard**	**4.2 Metadata** 4.2.1 Metadata shall be collected for aeronautical data processes and exchange points.	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 4 Reference 4.2.2 **Standard**	4.2.2 Metadata collection shall be applied throughout the aeronautical information data chain, from origination to distribution to the next intended user. *Note.— Detailed specifications concerning metadata are contained in the PANS-AIM (Doc 10066).*	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.1.2 **Standard**	5.1.2 When aeronautical data and aeronautical information are provided in multiple formats, processes shall be implemented to ensure data and information consistency between formats.	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.2.5.5 **Standard**	5.2.5.5 The chart resolution of aeronautical data shall be that as specified for a particular chart. *Note.— Specifications concerning the chart resolution for aeronautical data are contained in the PANS-AIM (Doc 10066), Appendix 1.*	CAR 175.103(b)(4).	Different in character or other means of compliance	The rule requires conformance to the "applicable standards for the charts" which implies those of Annex 4.	

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Chapter 5 Reference 5.3.1.1 **Standard**	**5.3 Digital data sets** 5.3.1 General 5.3.1.1 Digital data shall be in the form of the following data sets: a) AIP data set; b) terrain data sets; c) obstacle data sets; d) aerodrome mapping data sets; and e) instrument flight procedure data sets. *Note.— Detailed specifications concerning the content of the digital data sets are contained in the PANS-AIM (Doc 10066).*	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.3.1.2 **Standard**	5.3.1.2 Each data set shall be provided to the next intended user together with at least the minimum set of metadata that ensures traceability. *Note.— Detailed specifications concerning metadata are contained in the PANS-AIM (Doc 10066).*	CARs.	Less protective or partially implemented or not implemented	Not specified.	

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Chapter 5 Reference 5.3.1.3 **Standard**	5.3.1.3 A checklist of valid data sets shall be regularly provided.	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.3.2.1 **Recommendation**	5.3.2 AIP data set 5.3.2.1 **Recommendation.**— *An AIP data set should be provided covering the extent of information as provided in the AIP.*	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.3.2.2 **Recommendation**	5.3.2.2 **Recommendation.**— *When it is not possible to provide a complete AIP data set, the data subset(s) that are available should be provided.*	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.3.2.3 **Standard**	5.3.2.3 The AIP data set shall contain the digital representation of aeronautical information of lasting character (permanent information and long duration temporary changes) essential to air navigation.	CARs.	Less protective or partially implemented or not implemented	Not specified.	

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Chapter 5 Reference 5.3.3.1 **Standard**	5.3.3 Terrain and obstacle data sets *Note 1.— Numerical requirements for terrain and obstacle data sets are contained in the PANS AIM (Doc 10066), Appendices 1 and 8.* *Note 2.— Requirements for terrain and obstacle data collection surfaces are contained in the PANS-AIM (Doc 10066), Appendix 8.* 5.3.3.1 The coverage areas for terrain and obstacle data sets shall be specified as: — Area 1: the entire territory of a State; — Area 2: within the vicinity of an aerodrome, subdivided as follows: — Area 2a: a rectangular area around a runway that comprises the runway strip plus any clearway that exists; *Note.— See Annex 14, Volume I, Chapter 3, for dimensions for runway strips.* — Area 2b: an area extending from the ends of Area 2a in the direction of departure, with a length of 10 km and a splay of 15 per cent to each side; — Area 2c: an area extending outside Area 2a and Area 2b at a distance of not more than 10 km from the boundary of Area 2a; and — Area 2d: an area outside Areas 2a, 2b and 2c up to a distance of 45 km from the aerodrome reference point, or to an existing terminal control area (TMA) boundary, whichever is nearest;	CARs.	Less protective or partially implemented or not implemented	Not specified.	Note: digital terrain data is available from a number of commercial suppliers, including Land Information New Zealand, a State-Owned Enterprise (SOE).

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	— Area 3: the area bordering an aerodrome movement area that extends horizontally from the edge of a runway to 90 m from the runway centre line and 50 m from the edge of all other parts of the aerodrome movement area; and — Area 4: the area extending 900 m prior to the runway threshold and 60 m each side of the extended runway centre line in the direction of the approach on a precision approach runway, Category II or III.				
Chapter 5 Reference 5.3.4.1 **Standard**	5.3.4 Aerodrome mapping data sets 5.3.4.1 Aerodrome mapping data sets shall contain the digital representation of aerodrome features. *Note.— Aerodrome features consist of attributes and geometries, which are characterized as points, lines or polygons. Examples include runway thresholds, taxiway guidance lines and parking stand areas.*	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.3.4.2 **Recommendation**	5.3.4.2 **Recommendation.**— *Aerodrome mapping data sets should be made available for aerodromes regularly used by international civil aviation.*	CARs.	Less protective or partially implemented or not implemented	Not specified.	

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Chapter 5 Reference 5.3.5.1 **Standard**	5.3.5 Instrument flight procedure data sets 5.3.5.1 Instrument flight procedure data sets shall contain the digital representation of instrument flight procedures.	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 5 Reference 5.3.5.2 **Recommendation**	5.3.5.2 **Recommendation.**— *Instrument flight procedure data sets should be made available for aerodromes regularly used by international civil aviation.*	CARs.	Less protective or partially implemented or not implemented	Not specified.	

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Chapter 6 Reference 6.2.7 **Recommendation**	6.2.7 **Recommendation.**— *Whenever major changes are planned and where advance notice is desirable and practicable, information should be made available by the AIS so as to reach recipients at least 56 days in advance of the effective date. This should be applied to the establishment of, and premeditated major changes in, the circumstances listed below, and other major changes if deemed necessary:* *a) new aerodromes for international instrument flight rules (IFR) operations;* *b) new runways for IFR operations at international aerodromes;* *c) design and structure of the ATS route network;* *d) design and structure of a set of terminal procedures (including change of procedure bearings due to magnetic variation change);* *e) circumstances listed in 6.2.1 if the entire State or any significant portion thereof is affected or if cross-border coordination is required.* *Note.— Guidance material on what constitutes a major change is included in the* Aeronautical Information Services Manual *(Doc 8126).*	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	Note: information of this nature is normally promulgated by SUP or AIC at least 56 days in advance.

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Chapter 6 Reference 6.3.3.1 **Standard**	6.3.3 Data set updates 6.3.3.1 Data sets shall be amended or reissued at such regular intervals as may be necessary to keep them up to date.	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 6 Reference 6.3.3.2 **Standard**	6.3.3.2 Permanent changes and temporary changes of long duration (three months or longer) made available as digital data shall be issued in the form of a complete data set or a subset that includes only the differences from the previously issued complete data set.	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 6 Reference 6.3.3.3 **Recommendation**	6.3.3.3 **Recommendation.**— *When made available as a completely reissued data set, the differences from the previously issued complete data set should be indicated.*	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 6 Reference 6.3.3.4 **Recommendation**	6.3.3.4 **Recommendation.**— *When temporary changes of short duration are made available as digital data (digital NOTAM), they should use the same aeronautical information model as the complete data set.*	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	

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Chapter 6 Reference 6.3.3.5 **Standard**	6.3.3.5 Updates to AIP and digital data sets shall be synchronized.	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	

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