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Chapter 1 Reference **Definition**	**INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES** **CHAPTER 1. DEFINITIONS, APPLICABILITY AND AVAILABILITY** **1.1 Definitions** When the following terms are used in the Standards and Recommended Practices for aeronautical charts, they have the following meanings: ***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.	Civil Aviation Rules (CAR) Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Aerodrome elevation.*** The elevation of the highest point of the landing area.	Advisory Circular (AC) 139-6; AIPNZ GEN 2.2.	No Difference		Note: The Civil Aviation Act, Civil Aviation Rules, and Advisory Circulars are available on the CAANZ website, http://www.caa.govt.nz/. AIP New Zealand is available on http://www.aip.net.nz/.

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Chapter 1 Reference **Definition**	***Aerodrome operating minima.*** The limits of usability of an aerodrome for: a) take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions; b) landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appro-priate to the category of the operation; c) landing in approach and landing operations with vertical guidance, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H); and d) landing in non-precision approach and landing oper-ations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
Chapter 1 Reference **Definition**	***Aerodrome reference point.*** The designated geographical location of an aerodrome.	AC139-6; AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Aeronautical chart.*** A representation of a portion of the Earth, its culture and relief, specifically designated to meet the requirements of air navigation.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.

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Chapter 1 Reference **Definition**	***Aircraft stand.*** A designated area on an apron intended to be used for parking an aircraft.	AC139-6.	No Difference		
Chapter 1 Reference **Definition**	***Air defence identification zone.*** Special designated airspace of defined dimensions within which aircraft are required to comply with special identification and/or reporting pro-cedures additional to those related to the provision of air traffic services (ATS).		Not Applicable		This airspace designation is not used in New Zealand.
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).	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Air transit route.*** A defined route for the air transiting of helicopters.	AC139-8.	Less protective or partially implemented or not implemented	Not specifically defined.	
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".

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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 (MSL).	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Application.*** Manipulation and processing of data in support of user requirements (ISO 19104*). --- * All ISO Standards are listed at the end of this chapter.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
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**	***Area minimum altitude (AMA)***. The minimum altitude to be used under instrument meteorological conditions (IMC), that provides a minimum obstacle clearance within a specified area, normally formed by parallels and meridians.	AIPNZ GEN 2.2.	No Difference		

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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**	***Arrival routes.*** Routes identified in an instrument approach procedure by which aircraft may proceed from the en-route phase of flight to an initial approach fix.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Note: standard arrival routes are described in AIPNZ ENR 1.5, 4.2.
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 that 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.*	AIPNZ ENR 3.1 and ENR 3.2.	No Difference		

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Chapter 1 Reference **Definition**	***ATS surveillance system.*** A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft. *Note.— A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to or better than monopulse SSR.*	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Bare Earth.*** Surface of the Earth including bodies of water and permanent ice and snow, and excluding vegetation and man-made objects.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
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*).	Australian/New Zealand Standard AS/NZ ISO 19108:2003.	No Difference		
Chapter 1 Reference **Definition**	***Canopy.*** Bare Earth supplemented by vegetation height.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	

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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**	***Clearway.*** A defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Contour line.*** A line on a map or chart connecting points of equal elevation.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
Chapter 1 Reference **Definition**	***Culture.*** All man-made features constructed on the surface of the Earth, such as cities, railways and canals.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.

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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 specifically defined in CARs.	
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 Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Data product specification.*** Detailed description of a data set or data set series together with additional information that will enable it to be created, supplied to and used by another party (ISO 19131*). *Note.— A data product specification provides a description of the universe of discourse and a specification for mapping the universe of discourse to a data set. It may be used for production, sales, end-use or other purpose.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
Chapter 1 Reference **Definition**	***Data quality.*** A degree or level of confidence that the data provided meet 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.	

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Chapter 1 Reference **Definition**	***Data resolution.*** A number of units or digits to which a measured or calculated value is expressed and used.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
Chapter 1 Reference **Definition**	***Data set.*** Identifiable collection of data (ISO 19101*).	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
Chapter 1 Reference **Definition**	***Data set series.*** Collection of data sets sharing the same product specification (ISO 19115*).	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
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*).	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
Chapter 1 Reference **Definition**	***Digital Elevation Model (DEM).*** The representation of terrain surface by continuous elevation values at all intersections of a defined grid, referenced to common datum. *Note.— Digital Terrain Model (DTM) is sometimes referred to as DEM.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	

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Chapter 1 Reference **Definition**	***Displaced threshold.*** A threshold not located at the extremity of a runway.	AC139-6.	No Difference		
Chapter 1 Reference **Definition**	***Electronic aeronautical chart display.*** An electronic device by which flight crews are enabled to execute, in a convenient and timely manner, route planning, route monitoring and navigation by displaying required information.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
Chapter 1 Reference **Definition**	***Elevation.*** The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Ellipsoid height (Geodetic height).*** The height related to the reference ellipsoid, measured along the ellipsoidal outer normal through the point in question.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
Chapter 1 Reference **Definition**	***Feature.*** Abstraction of real world phenomena (ISO 19101*).	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	

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Chapter 1 Reference **Definition**	***Feature attribute.*** Characteristic of a feature (ISO 19101*). *Note.— A feature attribute has a name, a data type and a value domain associated with it.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
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.	AIPNZ ENR 1.5.	No Difference		
Chapter 1 Reference **Definition**	***Final approach and take-off area (FATO).*** A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by performance Class 1 helicopters, the defined area includes the rejected take-off area available.	AC139-8.	No Difference		

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Chapter 1 Reference **Definition**	***Final approach fix or point.*** That fix or point of an instrument approach procedure where the final approach segment commences.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Final approach segment.*** That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
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		

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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		
Chapter 1 Reference **Definition**	***Geodesic distance.*** The shortest distance between any two points on a mathematically defined ellipsoidal surface.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
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 specifically defined in CARs.	Common usage term.

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Chapter 1 Reference **Definition**	***Geoid.*** The equipotential surface in the gravity field of the Earth which coincides with the undisturbed mean sea level (MSL) extended continuously through the continents. *Note.— The geoid is irregular in shape because of local gravitational disturbances (wind tides, salinity, current, etc.) and the direction of gravity is perpendicular to the geoid at every point.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
Chapter 1 Reference **Definition**	***Geoid undulation.*** The distance of the geoid above (positive) or below (negative) the mathematical reference ellipsoid. *Note.— In respect to the World Geodetic System — 1984 (WGS-84) defined ellipsoid, the difference between the WGS-84 ellipsoidal height and orthometric height represents WGS-84 geoid undulation.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
Chapter 1 Reference **Definition**	***Glide path.*** A descent profile determined for vertical guidance during a final approach.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
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		

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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**	***Helicopter stand.*** An aircraft stand which provides for parking a helicopter and where ground taxi operations are completed or where the helicopter touches down and lifts off for air taxi operations.	AC139-8.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Heliport.*** An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Heliport reference point (HRP)***. The designated location of a heliport or a landing location.	AC139-8.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 1 Reference **Definition**	***Holding procedure.*** A predetermined manoeuvre which keeps an aircraft within a specified airspace while awaiting further clearance.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Procedures are descrined in AIPNZ ENR 1.5.

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Chapter 1 Reference **Definition**	***Hot spot.*** A location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
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 consider-ation to human performance.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
Chapter 1 Reference **Definition**	***Hypsometric tints.*** A succession of shades or colour gradations used to depict ranges of elevation.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
Chapter 1 Reference **Definition**	***Initial approach segment.*** That segment of an instrument approach procedure between the initial approach fix and the intermediate approach fix or, where applicable, the final approach fix or point.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	

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Chapter 1 Reference **Definition**	***Instrument approach procedure.*** A series of predetermined manoeuvres by reference to flight instruments with speci-fied protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply.	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**	***Intermediate approach segment.*** That segment of an instrument approach procedure between either the inter-mediate approach fix and the final approach fix or point, or between the end of a reversal, racetrack or dead reckoning track procedure and the final approach fix or point, as appropriate.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	

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Chapter 1 Reference **Definition**	***Intermediate holding position.*** A designated position intended for traffic control at which taxiing aircraft and vehicles shall stop and hold until further cleared to proceed, when so instructed by the aerodrome control tower.	AC139-6.	No Difference		
Chapter 1 Reference **Definition**	***Isogonal.*** A line on a map or chart on which all points have the same magnetic variation for a specified epoch.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
Chapter 1 Reference **Definition**	***Isogriv.*** A line on a map or chart which joins points of equal angular difference between the North of the navigation grid and Magnetic North.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
Chapter 1 Reference **Definition**	***Landing area.*** That part of a movement area intended for the landing or take-off of aircraft.	AC139-6.	No Difference		
Chapter 1 Reference **Definition**	***Landing direction indicator.*** A device to indicate visually the direction currently designated for landing and for take-off.		Not Applicable		No longer used in New Zealand (the "T" described in Annex 2, Appendix 1).

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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**	***Logon address.*** A specified code used for data link logon to an ATS unit.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
Chapter 1 Reference **Definition**	***Magnetic variation.*** The angular difference between True North and Magnetic North. *Note.— The value given indicates whether the angular difference is East or West of True North.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
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.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Marking.*** A symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information.	AC139-6.	No Difference		

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Chapter 1 Reference **Definition**	***Metadata.*** Data about data (ISO 19115*). *Note.— Data that describes and documents data.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
Chapter 1 Reference **Definition**	***Minimum en-route altitude (MEA).*** The altitude for an en-route segment that provides adequate reception of relevant navigation facilities and ATS communications, complies with the airspace structure and provides the required obstacle clearance.	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Minimum obstacle clearance altitude (MOCA).*** The minimum altitude for a defined segment of flight that provides the required obstacle clearance.	AIP GEN 2.2.	Different in character or other means of compliance	The term "Segment MOCA" is used.	
Chapter 1 Reference **Definition**	***Minimum sector altitude (MSA).*** The lowest altitude which may be used which will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an area contained within a sector of a circle of 46 km (25 NM) radius centred on a significant point, the aerodrome reference point (ARP) or the heliport reference point (HRP).	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Missed approach point (MAPt).*** That point in an instrument approach procedure at or before which the prescribed missed approach procedure must be initiated in order to ensure that the minimum obstacle clearance is not infringed.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	See AIPNZ ENR 1.5, 4.17.

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Chapter 1 Reference **Definition**	***Missed approach procedure.*** The procedure to be followed if the approach cannot be continued.	CARs.	No Difference	Not specifically defined.	See AIPNZ ENR 1.5, 4.17.
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		

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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.*	AIPNZ GEN 2.2.	No Difference		

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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. *Note.— The term obstacle is used in this Annex solely for the purpose of specifying the charting of objects that are con-sidered a potential hazard to the safe passage of aircraft in the type of operation for which the individual chart series is designed.*	AC139-6.	Less protective or partially implemented or not implemented	Current AC wording does not include c).	

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Chapter 1 Reference **Definition**	***Obstacle clearance altitude (OCA) or obstacle clearance height (OCH).*** The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria. *Note 1.— Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approaches to the aerodrome elevation or the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. An obstacle clearance height for a circling approach is referenced to the aerodrome elevation.* *Note 2.— For convenience when both expressions are used they may be written in the form "obstacle clearance altitude/height" and abbreviated "OCA/H".* *Note 3.— See* Procedures for Air Navigation Services — Aircraft Operations *(Doc 8168), Volume I, Part I, Section 4, Chapter 1, 1.5, and Volume II, Part I, Section 4, Chapter 5, 5.4, for specific applications of this definition.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Obstacle free zone (OFZ).*** The airspace above the inner approach surface, inner transitional surfaces, and balked landing surface and that portion of the strip bounded by these surfaces, which is not penetrated by any fixed obstacle other than a low-mass and frangibly mounted one required for air navigation purposes.	AC139-6.	No Difference		

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Chapter 1 Reference **Definition**	***Orthometric height.*** Height of a point related to the geoid, generally presented as an MSL elevation.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
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.*	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Point light.*** A luminous signal appearing without perceptible length.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
Chapter 1 Reference **Definition**	***Portrayal.*** Presentation of information to humans (ISO 19117*).	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.

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Chapter 1 Reference **Definition**	***Position (geographical).*** Set of coordinates (latitude and longitude) referenced to the mathematical reference ellip-soid which define the position of a point on the surface of the Earth.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
Chapter 1 Reference **Definition**	***Precision approach procedure.*** An instrument approach procedure utilizing azimuth and glide path information provided by ILS or PAR.	CAR Part 1.	No Difference		Note: PAR no longer used in New Zealand.
Chapter 1 Reference **Definition**	***Procedure altitude/height.*** A published altitude/height used in defining the vertical profile of a flight procedure, at or above the minimum obstacle clearance altitude/height where established.	AIPNZ GEN 2.2.	Different in character or other means of compliance	The AIPNZ definition reads: "A recommended altitude established to accommodate a stabilised descent profile on a prescribed descent angle in the final approach segment. Procedure altitudes may also be applied in the intermediate segment. A procedure altitude will never be less than the segment obstacle clearance altitude.	

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Chapter 1 Reference **Definition**	***Procedure turn.*** A manoeuvre in which a turn is made away from a designated track followed by a turn in the opposite direction to permit the aircraft to intercept and proceed along the reciprocal of the designated track. *Note 1.— Procedure turns are designated "left" or "right" according to the direction of the initial turn.* *Note 2.— Procedure turns may be designated as being made either in level flight or while descending, according to the circumstances of each individual procedure.*	CARs.	No Difference	Not specifically defined.	See AIPNZ ENR 1.5, 4.13 for descriptions.
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		The term is not used in New Zealand airspace designation.
Chapter 1 Reference **Definition**	***Relief.*** The inequalities in elevation of the surface of the Earth represented on aeronautical charts by contours, hypsometric tints, shading or spot elevations.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term in this context.

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Chapter 1 Reference **Definition**	***Reporting point.*** A specified (named) geographical location in relation to which the position of an aircraft can be reported. *Note.— There are three categories of reporting 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. A reporting point can be indicated as "on request" or as "compulsory".*	CAR Part 1.	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.	CAR 73.53.	No Difference		
Chapter 1 Reference **Definition**	***Reversal procedure.*** A procedure designed to enable aircraft to reverse direction during the initial approach segment of an instrument approach procedure. The sequence may include procedure turns or base turns.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Described in AIPNZ ENR 1.5.
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		

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Chapter 1 Reference **Definition**	***Runway-holding position.*** A designated position intended to protect a runway, an obstacle limitation surface, or an ILS/MLS critical/sensitive area at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorized by the aerodrome control tower. *Note.— In radiotelephony phraseologies, the expression "holding point" is used to designate the runway-holding position.*	AC139-6.	No Difference		
Chapter 1 Reference **Definition**	***Runway strip.*** A defined area including the runway and stopway, if provided, intended: a) to reduce the risk of damage to aircraft running off a runway; and b) to protect aircraft flying over it during take-off or landing operations.	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**	***Shoulder.*** An area adjacent to the edge of a pavement so prepared as to provide a transition between the pavement and the adjacent surface.	AC139-6.	No Difference		

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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.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Stopway.*** A defined rectangular area on the ground at the end of take-off run available prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take-off.	CAR Part 1.	No Difference		
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.	No Difference		
Chapter 1 Reference **Definition**	***Taxi-route.*** A defined path established for the movement of helicopters from one part of a heliport to another. A taxi-route includes a helicopter air or ground taxiway which is centred on the taxi-route.	AC139-8.	Less protective or partially implemented or not implemented	Not specifically defined.	

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Chapter 1 Reference **Definition**	***Taxiway.*** A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including: a) *Aircraft stand taxilane*. A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only. b) *Apron taxiway*. A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron. c) *Rapid exit taxiway*. A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimizing runway occupancy times.	AC139-6.	No Difference		
Chapter 1 Reference **Definition**	***Terminal arrival altitude (TAA).*** The lowest altitude that will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an arc of a circle defined by a 46 km (25 NM) radius centred on the initial approach fix (IAF), or where there is no IAF on the intermediate approach fix (IF), delimited by straight lines joining the extremity of the arc to the IF. The combined TAAs associated with an approach procedure shall account for an area of 360 degrees around the IF.	MATS RAC 1.	No Difference		
Chapter 1 Reference **Definition**	***Terrain.*** The surface of the Earth containing naturally occurring features such as mountains, hills, ridges, valleys, bodies of water, permanent ice and snow, and excluding obstacles. *Note.— In practical terms, depending on the method of data collection, terrain represents the continuous surface that exists at the bare Earth, the top of the canopy or something in-between, also known as "first reflective surface".*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.

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Chapter 1 Reference **Definition**	***Threshold.*** The beginning of that portion of the runway usable for landing.	AC139-6.	No Difference		
Chapter 1 Reference **Definition**	***Touchdown and lift-off area (TLOF).*** A load bearing area on which a helicopter may touch down or lift off.	AC139-8 definitions.	Different in character or other means of compliance	The abbreviation TALO is used in the AC.	
Chapter 1 Reference **Definition**	***Touchdown zone.*** The portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway.	AC139-6.	No Difference		
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).	CAR Part 1.	Less protective or partially implemented or not implemented	Not specifically defined (common usage term).	
Chapter 1 Reference **Definition**	***Transition altitude.*** The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.	AIPNZ GEN 2.2.	No Difference		

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Chapter 1 Reference **Definition**	***Vectoring.*** Provision of navigational guidance to aircraft in the form of specific headings, based on the use of an ATS surveillance system.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Described in AIPNZ ENR 1.6, 5.7.
Chapter 1 Reference **Definition**	***Visual approach procedure.*** A series of predetermined manoeuvres by visual reference, from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, a go-around procedure can be carried out.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	See AIPNZ ENR 1.5, 4,23 and 4.25.
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.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **1.2.1** **Standard**	**1.2 Applicability** 1.2.1 The specifications in this Annex are applicable on and after 19 November 2009. *Note.— Chapter 2, 2.4.4, and Chapter 5 are applicable on and after 18 November 2010.*	CAR Part 175.	No Difference		

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Chapter 1 Reference **1.2.2** **Standard**	1.2.2 All charts coming within the scope of this Annex and bearing the aeronautical information date of 19 November 2009 or later shall conform to the Standards relevant to the particular chart.	CAR 175.103(b)(4).	No Difference		
Chapter 1 Reference **1.2.2.1** **Recommendation**	1.2.2.1 **Recommendation.—** *All such charts should in addition conform to the Recommended Practices relevant to the particular chart.*	CAR 175.103(b)(4).	No Difference		
Chapter 1 Reference **1.3.1** **Standard**	**1.3 Availability** 1.3.1 *Information.* A Contracting State shall on request by another Contracting State provide all information relating to its own territory that is necessary to enable the Standards of this Annex to be met.	NZ Air navigation Register; AIPNZ.	No Difference		The New Zealand Air Navigation Register and AIPNZ (except for the large format charts) are available on the AIPNZ website, http://www.aip.net.nz.
Chapter 1 Reference **1.3.2** **Standard**	1.3.2 *Charts.* Contracting States shall, when so specified, ensure the availability of charts in whichever of the following ways is appropriate for a particular chart or single sheet of a chart series. *Note.— The availability of charts includes specified electronic charts.*	CAR 175.103(b)(4).	No Difference		

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Chapter 1 Reference **1.3.2.1** **Standard**	1.3.2.1 For any chart or single sheet of a chart series entirely contained within the territory of a Contracting State, the State having jurisdiction over the territory shall either: a) produce the chart or sheet itself; or b) arrange for its production by another Contracting State or by an agency; or c) provide another Contracting State prepared to accept an obligation to produce the chart or sheet with the data necessary for its production.	CAR 175.103(b)(4).	No Difference		For descriptions of available charts, see AIPNZ GEN 3.2.
Chapter 1 Reference **1.3.2.2** **Standard**	1.3.2.2 For any chart or single sheet of a chart series which includes the territory of two or more Contracting States, the States having jurisdiction over the territory so included shall determine the manner in which the chart or sheet will be made available. This determination shall be made with due regard being given to regional air navigation agreements and to any programme of allocation established by the Council of ICAO. *Note.— 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.*	CAR 175.103(b)(4).	No Difference		
Chapter 1 Reference **1.3.3** **Standard**	1.3.3 A Contracting State shall take all reasonable measures to ensure that the information it provides and the aeronautical charts made available are adequate and accurate and that they are maintained up to date by an adequate revision service.	CAR 175.103(b)(4).	No Difference		

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Chapter 1 Reference **1.3.4** **Recommendation**	1.3.4 **Recommendation.—** *To improve worldwide dissemination of information on new charting techniques and production methods, appropriate charts produced by Contracting States should be made available without charge to other Contracting States on request on a reciprocal basis.* *Note.— Guidance material on the preparation of aeronautical charts, including sample formats, is contained in the* Aeronautical Chart Manual *(Doc 8697).* * ISO Standard 19101, *Geographic information — Reference model* 19104, *Geographic information — Terminology* 19108, *Geographic information — Temporal schema* 19115, *Geographic information — Metadata* 19117, *Geographic information — Portrayal* 19131, *Geographic information — Data product specifications*	CAA/NZ practice.	No Difference		

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Chapter 2 Reference **2.1.1** **Standard**	**CHAPTER 2. GENERAL SPECIFICATIONS** *Note.— The Standards and Recommended Practices contained in this chapter are applicable to all ICAO aeronautical charts unless otherwise stated in the specifications of the chart concerned.* **2.1 Operational requirements for charts** *Note.— For the purposes of this Annex, the total flight is divided into the following phases:* *Phase 1 — Taxi from aircraft stand to take-off point* *Phase 2 — Take-off and climb to en-route ATS route structure* *Phase 3 — En-route ATS route structure* *Phase 4 — Descent to approach* *Phase 5 — Approach to land and missed approach* *Phase 6 — Landing and taxi to aircraft stand.* 2.1.1 Each type of chart shall provide information relevant to the function of the chart and its design shall observe Human Factors principles which facilitate its optimum use. *Note.— Guidance material on the application of Human Factors principles can be found in the* Human Factors Training	CAR 175.103(b)(4).	No Difference		

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	Manual *(Doc 9683)*.				
Chapter 2 Reference **2.1.2** **Standard**	2.1.2 Each type of chart shall provide information appropriate to the phase of flight to ensure the safe and expeditious operation of the aircraft.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.1.3** **Standard**	2.1.3 The presentation of information shall be accurate, free from distortion and clutter, unambiguous, and be readable under all normal operating conditions.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.1.4** **Standard**	2.1.4 Colours or tints and type size used shall be such that the chart can be easily read and interpreted by the pilot in varying conditions of natural and artificial light.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.1.5** **Standard**	2.1.5 The information shall be in a form which enables the pilot to acquire it in a reasonable time consistent with workload and operating conditions.	CAR 175.103(b)(4).	No Difference		

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Chapter 2 Reference **2.1.6** **Standard**	2.1.6 The presentation of information provided on each type of chart shall permit smooth transition from chart to chart as appropriate to the phase of flight.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.1.7** **Recommendation**	2.1.7 **Recommendation.—** *The charts should be True North orientated.*	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.1.8** **Recommendation**	2.1.8 **Recommendation.—** *The basic sheet size of the charts should be 210 × 148 mm (8.27 × 5.82 in) (A5).*	CAR 175.103(b)(4).	No Difference		Standard for AIPNZ.
Chapter 2 Reference **2.2** **Standard**	**2.2 Titles** The title of a chart or chart series prepared in accordance with the specifications contained in this Annex and intended to satisfy the function of the chart shall be that of the relevant chapter heading as modified by application of any Standard contained therein, except that such title shall not include “ICAO” unless the chart conforms with all Standards specified in this Chapter 2 and any specified for the particular chart.	CAR 175.103(b)(4).	No Difference		Only the 1:1,000,000 New Zealand charts are designated as 'ICAO' (WAC 3474 and 3533, respectively). Charts are titled 'Visual Planning Charts'.

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Chapter 2 Reference **2.3.1** **Standard**	**2.3 Miscellaneous information** 2.3.1 The marginal note layout shall be as given in Appendix 1, except as otherwise specified for a particular chart.	CAR 175.103(b)(4).	Different in character or other means of compliance	Marginal notes are not laid out in Appendix 1 format, but the information is contained either in the chart legend or on the face of the chart. Aeronautical information is correst as at the date of chart issue.	
Chapter 2 Reference **2.3.2** **Standard**	2.3.2 The following information shall be shown on the face of each chart unless otherwise stated in the specification of the chart concerned: a) designation or title of the chart series; *Note.— The title may be abbreviated.* b) name and reference of the sheet; c) on each margin an indication of the adjoining sheet (when applicable).	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.3.3** **Standard**	2.3.3 A legend to the symbols and abbreviations used shall be provided. The legend shall be on the face or reverse of each chart except that, where it is impracticable for reasons of space, a legend may be published separately.	CAR 175.103(b)(4).	No Difference		A chart legend is also published in AIPNZ GEN 2.3.
Chapter 2 Reference **2.3.4** **Standard**	2.3.4 The name and adequate address of the producing agency shall be shown in the margin of the chart except that, where the chart is published as part of an aeronautical document, this information may be placed in the front of that document.	CAR 175.103(b)(4).	No Difference		

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Chapter 2 Reference **2.4.1** **Standard**	**2.4 Symbols** 2.4.1 Symbols used shall conform to those shown in Appendix 2 — ICAO Chart Symbols, except that where it is desired to show on an aeronautical chart special features or items of importance to civil aviation for which no ICAO symbol is at present provided, any appropriate symbol may be chosen for this purpose, provided that it does not cause confusion with any existing ICAO chart symbol or impair the legibility of the chart. *Note.— The size and prominence of symbols and the thickness and spacing of lines may be varied according to the scale and functions of the chart, with due regard to the importance of the information they convey.*	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.4.2** **Standard**	2.4.2 To represent ground-based navigation aids, intersections and waypoints, the same basic symbol shall be used on all charts on which they appear, regardless of chart purpose.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.4.3** **Standard**	2.4.3 The symbol used for significant points shall be based on a hierarchy of symbols and selected in the following order: ground-based navigation aid, intersection, waypoint symbol. A waypoint symbol shall be used only when a particular significant point does not already exist as either a ground-based navigation aid or intersection.	CAR 175.103(b)(4).	No Difference		

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Chapter 2 Reference **2.4.4** **Standard**	2.4.4 States shall ensure that as of 18 November 2010, symbols are shown in the manner specified in 2.4.2, 2.4.3 and Appendix 2 — ICAO Chart Symbols, symbol number 121.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.4.5** **Recommendation**	2.4.5 **Recommendation.—** *States should ensure that symbols are shown in the manner specified in 2.4.2, 2.4.3 and Appendix 2 — ICAO Chart Symbols, symbol number 121.*	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.5.1** **Standard**	**2.5 Units of measurement** 2.5.1 Distances shall be derived as geodesic distances.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.5.2** **Standard**	2.5.2 Distances shall be expressed in either kilometres or nautical miles or both, provided the units are clearly differentiated.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.5.3** **Standard**	2.5.3 Altitudes, elevations and heights shall be expressed in either metres or feet or both, provided the units are clearly differentiated.	CAR 175.103(b)(4).	No Difference		

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Chapter 2 Reference **2.5.4** **Standard**	2.5.4 Linear dimensions on aerodromes and short distances shall be expressed in metres.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.5.5** **Standard**	2.5.5 The order of resolution of distances, dimensions, elevations and heights shall be that as specified for a particular chart.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.5.6** **Standard**	2.5.6 The units of measurement used to express distances, altitudes, elevations and heights shall be conspicuously stated on the face of each chart.	CAR 175.103(b)(4).	Less protective or partially implemented or not implemented	These are provided only on the 1:1 000 000 and 1:500 000 (and larger scale) visual planning and visual navigation charts.	
Chapter 2 Reference **2.5.7** **Standard**	2.5.7 Conversion scales (kilometres/nautical miles, metres/feet) shall be provided on each chart on which distances, elevations or altitudes are shown. The conversion scales shall be placed on the face of each chart.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.6.1** **Standard**	**2.6 Scale and projection** 2.6.1 For charts of large areas, the name and basic parameters and scale of the projection shall be indicated.	CAR 175.103(b)(4).	No Difference		

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Chapter 2 Reference **2.6.2** **Standard**	2.6.2 For charts of small areas, a linear scale only shall be indicated.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.7** **Standard**	**2.7 Date of validity of aeronautical information** The date of validity of aeronautical information shall be clearly indicated on the face of each chart.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.8.1** **Standard**	**2.8 Spelling of geographical names** 2.8.1 The symbols of the Roman alphabet shall be used for all writing.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.8.2** **Standard**	2.8.2 The names of places and of geographical features in countries which officially use varieties of the Roman alphabet shall be accepted in their official spelling, including the accents and diacritical marks used in the respective alphabets.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.8.3** **Standard**	2.8.3 Where a geographical term such as “cape”, “point”, “gulf”, “river” is abbreviated on any particular chart, that word shall be spelt out in full in the language used by the publishing agency, in respect of the most important example of each type. Punctuation marks shall not be used in abbreviations within the body of a chart.	CAR 175.103(b)(4).	No Difference		'Mount' is abbreviated to ‘Mt’ on visual charts, except where part of an actual place name.

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Chapter 2 Reference **2.8.4** **Recommendation**	2.8.4 **Recommendation.—** *In areas where romanized names have not been officially produced or adopted, and outside the territory of Contracting States, names should be transliterated from the non-Roman alphabet form by the system generally used by the producing agency.*		Not Applicable		
Chapter 2 Reference **2.9.1** **Standard**	**2.9 Abbreviations** 2.9.1 Abbreviations shall be used on aeronautical charts whenever they are appropriate.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.9.2** **Recommendation**	2.9.2 **Recommendation.—** *Where applicable, abbreviations should be selected from the* Procedures for Air Navigation Services — ICAO Abbreviations and Codes *(Doc 8400).*	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.10.1** **Standard**	**2.10 Political boundaries** 2.10.1 International boundaries shall be shown, but may be interrupted if data more important to the use of the chart would be obscured.		Not Applicable		
Chapter 2 Reference **2.10.2** **Standard**	2.10.2 Where the territory of more than one State appears on a chart, the names identifying the countries shall be indicated. *Note.— In the case of a dependent territory, the name of the sovereign State may be added in brackets.*	CAR 175.103(b)(4).	No Difference		Applies only to ERC - Auckland Oceanic FIR.

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Chapter 2 Reference **2.11.0.1** **Recommendation**	**2.11 Colours** **Recommendation.—** *Colours used on charts should conform to Appendix 3 — Colour Guide.*	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.12.1** **Standard**	**2.12 Relief** 2.12.1 Relief, where shown, shall be portrayed in a manner that will satisfy the chart users' need for: a) orientation and identification; b) safe terrain clearance; c) clarity of aeronautical information when shown; d) planning. *Note.— Relief is usually portrayed by combinations of contours, hypsometric tints, spot elevations and hill shading, the choice of method being affected by the nature and scale of the chart and its intended use.*	CAR 175.103(b)(4).	No Difference		Relief may be portrayed by combinations of contours, hypsometric tints, spot elevations and shading.
Chapter 2 Reference **2.12.2** **Recommendation**	2.12.2 **Recommendation.—** *Where relief is shown by hypsometric tints, the tints used should be based on those shown in the Hypsometric Tint Guide in Appendix 4.*	CAR 175.103(b)(4).	No Difference		

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Chapter 2 Reference **2.12.3** **Standard**	2.12.3 Where spot elevations are used, they shall be shown for selected critical points.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.12.3.1** **Standard**	2.12.3.1 The value of spot elevations of doubtful accuracy shall be followed by the sign ±.		Not Applicable		
Chapter 2 Reference **2.13** **Standard**	**2.13 Prohibited, restricted and danger areas** When prohibited, restricted or danger areas are shown, the reference or other identification shall be included, except that the nationality letters may be omitted. *Note.— Nationality letters are those contained in Doc 7910* — Location Indicators.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.14.1** **Standard**	**2.14 Air traffic services airspaces** 2.14.1 When ATS airspace is shown on a chart, the class of airspace, the type, name or call sign, the vertical limits and the radio frequency(ies) to be used shall be indicated and the horizontal limits depicted in accordance with Appendix 2 — ICAO Chart Symbols.	CAR 175.103(b)(4).	Different in character or other means of compliance	Symbol 113 used instead of 116 for CTR. CTA shown in magenta and CTR shown in blue. Symbols based on 126 used to describe airspace.	

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Chapter 2 Reference **2.14.2** **Recommendation**	2.14.2 **Recommendation.—** *On charts used for visual flight, those parts of the ATS Airspace Classes table (Appendix 4) in Annex 11 applicable to the airspace depicted on the chart should be on the face or reverse of each chart.*	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.15.1** **Standard**	**2.15 Magnetic variation** 2.15.1 True North and magnetic variation shall be indicated. The order of resolution of magnetic variation shall be that as specified for a particular chart.	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.15.2** **Recommendation**	2.15.2 **Recommendation.—** *When magnetic variation is shown on a chart, the values shown should be those for the year nearest to the date of publication that is divisible by 5, i.e. 1980, 1985, etc. In exceptional cases where the current value would be more than one degree different, after applying the calculation for annual change, an interim date and value should be quoted.* *Note.— The date and the annual change may be shown.*	CAR 175.103(b)(4).	No Difference		Isogonals are printed on Visual navigation Charts.
Chapter 2 Reference **2.15.3** **Recommendation**	2.15.3 **Recommendation.—** *For instrument procedure charts, the publication of a magnetic variation change should be completed within a maximum of six AIRAC cycles.*	CAR 175.103(b)(4).	No Difference		

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Chapter 2 Reference **2.15.4** **Recommendation**	2.15.4 **Recommendation.—** *In large terminal areas with multiple aerodromes, a single rounded value of magnetic variation should be applied so that the procedures that service multiple aerodromes use a single, common variation value.*		Not Applicable		
Chapter 2 Reference **2.16** **Note**	**2.16 Typography** *Note.— Samples of type suitable for use on aeronautical charts are included in the* Aeronautical Chart Manual *(Doc 8697).*		Not Applicable		Compliance data not required for Notes.
Chapter 2 Reference **2.17.1** **Standard**	**2.17 Aeronautical data** 2.17.1 Each Contracting State shall take all necessary measures to introduce a properly organized quality system containing procedures, processes and resources necessary to implement quality management at each function stage as outlined in Annex 15, 3.6. The execution of such quality management shall be made demonstrable for each function stage, when required. In addition, States shall ensure that established procedures exist in order that aeronautical data at any moment is traceable to its origin so to allow any data anomalies or errors, detected during the production/maintenance phases or in the operational use, to be corrected. *Note.— Specifications governing the quality system are given in Annex 15, Chapter 3.*	CAR Part 175; ACNZ Quality Manual.	No Difference		

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Chapter 2 Reference **2.17.2** **Standard**	2.17.2 States shall ensure that 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 PANS-AIM (Doc 10066), Appendix 1.*	CAR 175.103(b)(4).	No Difference		
Chapter 2 Reference **2.17.3** **Standard**	2.17.3 Contracting States shall ensure that integrity of aeronautical data is maintained throughout the data process from origination to distribution to the next intended user. *Note.— Specifications concerning the integrity classification related to aeronautical data are provided in PANS-AIM (Doc 10066), Appendix 1.*	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified at this level of detail.	
Chapter 2 Reference **2.17.4** **Standard**	2.17.4 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).*	CAR Part 175.	No Difference		

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Chapter 2 Reference **2.18.1.1** **Standard**	**2.18 Common reference systems** 2.18.1 Horizontal reference system 2.18.1.1 World Geodetic System — 1984 (WGS-84) shall be used as the horizontal (geodetic) reference system. Published 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.	No Difference		
Chapter 2 Reference **2.18.1.2** **Standard**	2.18.1.2 Geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in Annex 11, Chapter 2, and Annex 14, Volumes I and II, Chapter 2, shall be identified by an asterisk.	AIPNZ GEN 2.1.	No Difference		
Chapter 2 Reference **2.18.1.3** **Standard**	2.18.1.3 The chart resolution of geographical coordinates shall be that specified for a particular chart series. *Note 1.— Specifications concerning the determination and reporting (accuracy of field work and data integrity) of WGS-84-related aeronautical coordinates for geographical positions established by air traffic services are given in Annex 11, Chapter 2; and for aerodrome/heliport-related positions, in Annex 14, Volumes I and II, Chapter 2.* *Note 2.— Specifications concerning the accuracy and integrity classification of WGS-84-related aeronautical data are contained in PANS-AIM (Doc 10066), Appendix 1.*	CAR 175.107(b)(4).	No Difference		

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Chapter 2 Reference **2.18.2.1** **Standard**	2.18.2 Vertical reference system 2.18.2.1 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. *Note 1.— The geoid globally most closely approximates MSL. It is defined as the equipotential surface in the gravity field of the Earth that coincides with the undisturbed MSL extended continuously through the continents.* *Note 2.— Gravity-related heights (elevations) are also referred to as orthometric heights while distances of points above the ellipsoid are referred to as ellipsoidal heights.*	CAR Part 1, definitions 'altitude' and 'elevation'.	No Difference		
Chapter 2 Reference **2.18.2.2** **Standard**	2.18.2.2 In addition to the elevations referenced to MSL, for the specific surveyed ground positions, geoid undulation (referenced to the WGS-84 ellipsoid) for those positions shall also be published as specified for a particular chart. *Note 1.— Specifications concerning the determination and reporting (accuracy of field work and data integrity) of elevation and geoid undulation at specific positions at aerodromes/heliports are given in Annex 14, Volumes I and II, Chapter 2.* *Note 2.— Specifications concerning the accuracy and integrity classification of elevation and geoid undulation at specific positions at aerodromes/heliports are contained in PANS-AIM (Doc 10066), Appendix 1.*	CARs.	Less protective or partially implemented or not implemented	Geoid undulation is not published.	

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Chapter 2 Reference **2.18.2.3** **Standard**	2.18.2.3 The chart resolution of elevation and geoid undulation shall be that specified for a particular chart series. *Note.— Specifications concerning the chart resolution of elevation and geoid undulation are contained in PANS-AIM (Doc 10066), Appendix 1.*	CARs.	Less protective or partially implemented or not implemented	Geoid undulation is not published.	
Chapter 2 Reference **2.18.3.1** **Standard**	2.18.3 Temporal reference system 2.18.3.1 The Gregorian calendar and Coordinated Universal Time (UTC) shall be used as the temporal reference system.	AIP NZ GEN 2.1.	No Difference		The use of UTC implies use of the Gregorian calendar.
Chapter 2 Reference **2.18.3.2** **Standard**	2.18.3.2 When a different temporal reference system is used for charting, this shall be indicated in GEN 2.1.2 of the Aeronautical Information Publication (AIP).		Not Applicable		

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Chapter 3 Reference **3.1** **Standard**	**CHAPTER 3. AERODROME OBSTACLE CHART — ICAO TYPE A (OPERATING LIMITATIONS)** **3.1 Function** This chart, in combination with the relevant information published in the AIP, shall provide the data necessary to enable an operator to comply with the operating limitations of Annex 6, Part I, Chapter 5, and Part III, Section II, Chapter 3.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		These chatrs are produced for Auckland (NZAA), Christchurch (NZCH), Ohakea (NZOH), Wellington (NZWN) ans Whenuapai (NZWP) aerodromes.
Chapter 3 Reference **3.2.1** **Standard**	**3.2 Availability** 3.2.1 Aerodrome Obstacle Charts — ICAO Type A (Operating Limitations) shall be made available in the manner prescribed in 1.3.2 for all aerodromes regularly used by international civil aviation, except for those aerodromes where there are no obstacles in the take-off flight path areas or where the Aerodrome Terrain and Obstacle Chart — ICAO (Electronic) is provided in accordance with Chapter 5.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.2.2** **Standard**	3.2.2 Where a chart is not required because no obstacles exist in the take-off flight path area, a notification to this effect shall be published in the AIP.		Not Applicable		

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Chapter 3 Reference **3.3.1** **Standard**	**3.3 Units of measurement** 3.3.1 Elevations shall be shown to the nearest half-metre or to the nearest foot.	CAR 175.103(b)(4).	No Difference		
Chapter 3 Reference **3.3.2** **Standard**	3.3.2 Linear dimensions shall be shown to the nearest half-metre.	CAR 175.103(b)(4).	Less protective or partially implemented or not implemented	Whole metres shown.	
Chapter 3 Reference **3.4.1** **Standard**	**3.4 Coverage and scale** 3.4.1 The extent of each plan shall be sufficient to cover all obstacles. *Note.— Isolated distant obstacles that would unnecessarily increase the sheet size may be indicated by the appropriate symbol and an arrow, provided that the distance and bearing from the end of the runway farthest removed and the elevation are given.*	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.4.2** **Standard**	3.4.2 The horizontal scale shall be within the range of 1:10 000 to 1:15 000.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		

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Chapter 3 Reference **3.4.3** **Recommendation**	3.4.3 **Recommendation.—** *The horizontal scale should be 1:10 000.* *Note.— When the production of the charts would be expedited thereby, a scale of 1:20 000 may be used.*	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	Different in character or other means of compliance	A scale of 1:15 000 is used for all but NZWN (1:20 000).	
Chapter 3 Reference **3.4.4** **Standard**	3.4.4 The vertical scale shall be ten times the horizontal scale.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.4.5** **Standard**	3.4.5 *Linear scales.* Horizontal and vertical linear scales showing both metres and feet shall be included in the charts.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.5.1** **Standard**	**3.5 Format** 3.5.1 The charts shall depict a plan and profile of each runway, any associated stopway or clearway, the take-off flight path area and obstacles.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.5.2** **Standard**	3.5.2 The profile for each runway, stopway, clearway and the obstacles in the take-off flight path area shall be shown above its corresponding plan. The profile of an alternative take-off flight path area shall comprise a linear projection of the full take-off flight path and shall be disposed above its corresponding plan in the manner most suited to the ready interpretation of the information.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		

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Chapter 3 Reference **3.5.3** **Standard**	3.5.3 A profile grid shall be ruled over the entire profile area exclusive of the runway. The zero for vertical coordinates shall be mean sea level. The zero for horizontal coordinates shall be the end of the runway furthest from the take-off flight path area concerned. Graduation marks indicating the sub-divisions of intervals shall be shown along the base of the grid and along the vertical margins.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.5.3.1** **Recommendation**	3.5.3.1 **Recommendation.—** *The vertical grid should have intervals of 30 m (100 ft) and the horizontal grid should have intervals of 300 m (1 000 ft).*	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.5.4** **Standard**	3.5.4 The chart shall include: a) a box for recording the operational data specified in 3.8.3; b) a box for recording amendments and dates thereof.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.6** **Standard**	**3.6 Identification** The chart shall be identified by the name of the country in which the aerodrome is located, the name of the city or town or area which the aerodrome serves, the name of the aerodrome and the designator(s) of the runway(s).	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		

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Chapter 3 Reference **3.7** **Standard**	**3.7 Magnetic variation** The magnetic variation to the nearest degree and date of information shall be indicated.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.8.1.1** **Standard**	**3.8 Aeronautical data** 3.8.1 Obstacles 3.8.1.1 Objects in the take-off flight path area which project above a plane surface having a 1.2 per cent slope and having a common origin with the take-off flight path area shall be regarded as obstacles, except that obstacles lying wholly below the shadow of other obstacles as defined in 3.8.1.2 need not be shown. Mobile objects such as boats, trains and trucks, which may project above the 1.2 per cent plane, shall be considered obstacles but shall not be considered as being capable of creating a shadow.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.8.1.2** **Standard**	3.8.1.2 The shadow of an obstacle is considered to be a plane surface originating at a horizontal line passing through the top of the obstacle at right angles to the centre line of the take-off flight path area. The plane covers the complete width of the take-off flight path area and extends to the plane defined in 3.8.1.1 or to the next higher obstacle if it occurs first. For the first 300 m (1 000 ft) of the take-off flight path area, the shadow planes are horizontal and beyond this point such planes have an upward slope of 1.2 per cent.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		

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Chapter 3 Reference **3.8.1.3** **Standard**	3.8.1.3 If the obstacle creating a shadow is likely to be removed, objects that would become obstacles by its removal shall be shown.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.8.2.1** **Standard**	3.8.2 Take-off flight path area 3.8.2.1 The take-off flight path area consists of a quadrilateral area on the surface of the earth lying directly below, and symmetrically disposed about, the take-off flight path. This area has the following characteristics: a) it commences at the end of the area declared suitable for take-off (i.e. at the end of the runway or clearway as appropriate); b) its width at the point of origin is 180 m (600 ft) and this width increases at the rate of 0.25D to a maximum of 1 800 m (6 000 ft), where D is the distance from the point of origin; c) it extends to the point beyond which no obstacles exist or to a distance of 10.0 km (5.4 NM), whichever is the lesser.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		

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Chapter 3 Reference **3.8.2.2** **Standard**	3.8.2.2 For runways serving aircraft having operating limitations which do not preclude the use of a take-off flight path gradient of less than 1.2 per cent, the extent of the take-off flight path area specified in 3.8.2.1 c) shall be increased to not less than 12.0 km (6.5 NM) and the slope of the plane surface specified in 3.8.1.1 and 3.8.1.2 shall be reduced to 1.0 per cent or less. *Note.— When a 1.0 per cent survey plane touches no obstacles, this plane may be lowered until it touches the first obstacle.*	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.8.3.1** **Standard**	3.8.3 Declared distances 3.8.3.1 The following information for each direction of each runway shall be entered in the space provided: a) take-off run available; b) accelerate-stop distance available; c) take-off distance available; d) landing distance available. *Note.— In Annex 14, Volume I, Attachment A, Section 3, guidance is given on declared distances.*	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.8.3.2** **Recommendation**	3.8.3.2 **Recommendation.—** *Where a declared distance is not provided because a runway is usable in one direction only, that runway should be identified as "not usable for take-off, landing or both".*	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		

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Chapter 3 Reference **3.8.4.1** **Standard**	3.8.4 Plan and profile views 3.8.4.1 The plan view shall show: a) the outline of the runways by a solid line, including the length and width, the magnetic bearing to the nearest degree, and the runway number; b) the outline of the clearways by a broken line, including the length and identification as such; c) take-off flight path areas by a dashed line and the centre line by a fine line consisting of short and long dashes; d) alternative take-off flight path areas. When alternative take-off flight path areas not centred on the extension of the runway centre line are shown, notes shall be provided explaining the significance of such areas; e) obstacles, including: 1) the exact location of each obstacle together with a symbol indicative of its type; 2) the elevation and identification of each obstacle; 3) the limits of penetration of obstacles of large extent in a distinctive manner identified in the legend. *Note.— This does not exclude the necessity for indicating critical spot elevations within the take-off flight path area.*	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		

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Chapter 3 Reference **3.8.4.1.1** **Recommendation**	3.8.4.1.1 **Recommendation.—** *The nature of the runway and stopway surfaces should be indicated.*	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		Note; stopways are not provided.
Chapter 3 Reference **3.8.4.1.2** **Recommendation**	3.8.4.1.2 **Recommendation.—** *Stopways should be identified as such and should be shown by a broken line.*		Not Applicable		
Chapter 3 Reference **3.8.4.1.3** **Standard**	3.8.4.1.3 When stopways are shown, the length of each stopway shall be indicated.		Not Applicable		

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Chapter 3 Reference **3.8.4.2** **Standard**	3.8.4.2 The profile view shall show: a) the profile of the centre line of the runway by a solid line and the profile of the centre line of any associated stopways and clearways by a broken line; b) the elevation of the runway centre line at each end of the runway, at the stopway and at the origin of each take- off flight path area, and at each significant change in slope of runway and stopway; c) obstacles, including: 1) each obstacle by a solid vertical line extending from a convenient grid line over at least one other grid line to the elevation of the top of the obstacle; 2) identification of each obstacle; 3) the limits of penetration of obstacles of large extent in a distinctive manner identified in the legend. *Note.— An obstacle profile consisting of a line joining the tops of each obstacle and representing the shadow created by successive obstacles may be shown.*	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.9.1** **Standard**	**3.9 Accuracy** 3.9.1 The order of accuracy attained shall be shown on the chart.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		

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Chapter 3 Reference **3.9.2** **Recommendation**	3.9.2 **Recommendation.—** *The horizontal dimensions and the elevations of the runway, stopway and clearway to be printed on the chart should be determined to the nearest 0.5 m (1 ft).*	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.9.3** **Recommendation**	3.9.3 **Recommendation.—** *The order of accuracy of the field work and the precision of chart production should be such that measurements in the take-off flight path areas can be taken from the chart within the following maximum deviations:* *a) horizontal distances: 5 m (15 ft) at a point of origin increasing at a rate of 1 per 500;* *b) vertical distances: 0.5 m (1.5 ft) in the first 300 m (1 000ft) and increasing at a rate of 1 per 1 000.*	CAR 175.107(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		
Chapter 3 Reference **3.9.4** **Standard**	3.9.4 *Datum.* Where no accurate datum for vertical reference is available, the elevation of the datum used shall be stated and shall be identified as assumed.	CAR 175.103(b)(4); NZ Aerodrome Obstacle Charts - ICAO Type A.	No Difference		

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Chapter 4 Reference **4.1** **Standard**	**CHAPTER 4. AERODROME OBSTACLE CHART — ICAO TYPE B** **4.1 Function** This chart shall provide information to satisfy the following functions: a) the determination of minimum safe altitudes/heights including those for circling procedures; b) the determination of procedures for use in the event of an emergency during take-off or landing; c) the application of obstacle clearing and marking criteria; and d) the provision of source material for aeronautical charts.		Not Applicable		Aerodrome Obstacle Charts - ICAO Type B are not produced.
Chapter 4 Reference **4.2.1** **Recommendation**	**4.2 Availability** 4.2.1 **Recommendation.—** *Aerodrome Obstacle Charts — ICAO Type B should be made available, in the manner prescribed in 1.3.2, for all aerodromes regularly used by international civil aviation except for those aerodromes where the Aerodrome Terrain and Obstacle Chart — ICAO (Electronic) is provided in accordance with Chapter 5.*		Not Applicable		

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Chapter 4 Reference **4.2.2** **Standard**	4.2.2 When a chart combining the specifications of Chapters 3 and 4 is made available, it shall be called the Aerodrome Obstacle Chart — ICAO (Comprehensive).		Not Applicable		
Chapter 4 Reference **4.3.1** **Standard**	**4.3 Units of measurement** 4.3.1 Elevations shall be shown to the nearest half-metre or to the nearest foot.		Not Applicable		
Chapter 4 Reference **4.3.2** **Standard**	4.3.2 Linear dimensions shall be shown to the nearest half-metre.		Not Applicable		
Chapter 4 Reference **4.4.1** **Standard**	**4.4 Coverage and scale** 4.4.1 The extent of each plan shall be sufficient to cover all obstacles. *Note.— Isolated distant obstacles that would unnecessarily increase the sheet size may be indicated by the appropriate symbol and an arrow, provided that the distance and bearing from the aerodrome reference point and elevation are given.*		Not Applicable		

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Chapter 4 Reference **4.4.2** **Standard**	4.4.2 The horizontal scale shall be within the range of 1:10 000 to 1:20 000.		Not Applicable		
Chapter 4 Reference **4.4.3** **Standard**	4.4.3 A horizontal linear scale showing both metres and feet shall be included in the chart. When necessary, a linear scale for kilometres and a linear scale for nautical miles shall also be shown.		Not Applicable		
Chapter 4 Reference **4.5** **Standard**	**4.5 Format** The charts shall include: a) any necessary explanation of the projection used; b) any necessary identification of the grid used; c) a notation indicating that obstacles are those which penetrate the surfaces specified in Annex 14, Volume I, Chapter 4; d) a box for recording amendments and dates thereof; and e) outside the neat line, every minute of latitude and longitude marked in degrees and minutes. *Note.— Lines of latitude and longitude may be shown across the face of the chart.*		Not Applicable		

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Chapter 4 Reference **4.6** **Standard**	**4.6 Identification** The chart shall be identified by the name of the country in which the aerodrome is located, the name of the city or town or area which the aerodrome serves, and the name of the aerodrome.		Not Applicable		
Chapter 4 Reference **4.7.1** **Standard**	**4.7 Culture and topography** 4.7.1 Drainage and hydrographic details shall be kept to a minimum.		Not Applicable		
Chapter 4 Reference **4.7.2** **Standard**	4.7.2 Buildings and other salient features associated with the aerodrome shall be shown. Wherever possible, they shall be shown to scale.		Not Applicable		
Chapter 4 Reference **4.7.3** **Standard**	4.7.3 All objects, either cultural or natural, that project above the take-off and approach surfaces specified in 4.9 or the clearing and marking surfaces specified in Annex 14, Volume I, Chapter 4, shall be shown.		Not Applicable		

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Chapter 4 Reference **4.7.4** **Standard**	4.7.4 Roads and railroads within the take-off and approach area, and less than 600 m (2 000 ft) from the end of the runway or runway extensions, shall be shown. *Note.— Geographical names of features may be shown if of significance.*		Not Applicable		
Chapter 4 Reference **4.8** **Standard**	**4.8 Magnetic variation** The chart shall show a compass rose orientated to the True North, or a North point, showing the magnetic variation to the nearest degree with the date of magnetic information and annual change.		Not Applicable		

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Chapter 4 Reference **4.9.1** **Standard**	**4.9 Aeronautical data** 4.9.1 The charts shall show: a) the aerodrome reference point and its geographical coordinates in degrees, minutes and seconds; b) the outline of the runways by a solid line; c) the length and width of the runway; d) the magnetic bearing to the nearest degree of the runway and the runway number; e) the elevation of the runway centre line at each end of the runway, at the stopway, at the origin of each take-off and approach area, and at each significant change of slope of runway and stopway; f) taxiways, aprons and parking areas identified as such, and the outlines by a solid line; g) stopways identified as such and depicted by a broken line; h) the length of each stopway; i) clearways identified as such and depicted by a broken line; j) the length of each clearway; k) take-off and approach surfaces identified as such and depicted by a broken line; l) take-off and approach areas; *Note.— The take-off area is described in 3.8.2.1. The approach area consists of an area on the surface of the earth lying directly below the*		Not Applicable		

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	approach surface as specified in Annex 14, Volume I, Chapter 4. m) obstacles at their exact location, including: 1) a symbol indicative of their type; 2) elevation; 3) identification; 4) limits of penetration of large extent in a distinctive manner identified in the legend; *Note.— This does not exclude the necessity for indicating critical spot elevations within the take-off and approach areas.* n) any additional obstacles, as determined by 3.8.1.1 including the obstacles in the shadow of an obstacle, which would otherwise be exempted. *Note.— The specifications in Annex 14, Volume I, Chapter 4, are minimum requirements. Where the competent authority has established lower surfaces, they may be used in the determination of obstacles.*				
Chapter 4 Reference **4.9.1.1** **Recommendation**	4.9.1.1 **Recommendation.—** *The nature of the runway and stopway surfaces should be given.*		Not Applicable		

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Chapter 4 Reference **4.9.1.2** **Recommendation**	4.9.1.2 **Recommendation.—** *Wherever practicable, the highest object or obstacle between adjacent approach areas within a radius of 5 000 m (15 000 ft) from the aerodrome reference point should be indicated in a prominent manner.*		Not Applicable		
Chapter 4 Reference **4.9.1.3** **Recommendation**	4.9.1.3 **Recommendation.—** *The extent of tree areas and relief features, part of which constitute obstacles, should be shown.*		Not Applicable		
Chapter 4 Reference **4.10.1** **Standard**	**4.10 Accuracy** 4.10.1 The order of accuracy attained shall be shown on the chart.		Not Applicable		
Chapter 4 Reference **4.10.2** **Recommendation**	4.10.2 **Recommendation.—** *The horizontal dimensions and the elevations of the movement area, stopways and clearways to be printed on the chart should be determined to the nearest 0.5 m (1 ft).*		Not Applicable		

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Chapter 4 Reference **4.10.3** **Recommendation**	4.10.3 **Recommendation.—** *The order of accuracy of the field work and the precision of chart production should be such that the resulting data will be within the maximum deviations indicated herein:* *a) Take-off and approach areas:* *1) horizontal distances: 5 m (15 ft) at point of origin increasing at a rate of 1 per 500;* *2) vertical distances: 0.5 m (1.5 ft) in the first 300 m (1 000 ft) and increasing at a rate of 1 per 1 000.* *b) Other areas:* *1) horizontal distances: 5 m (15 ft) within 5 000 m (15 000 ft) of the aerodrome reference point and 12 m (40 ft) beyond that area;* *2) vertical distances: 1 m (3 ft) within 1 500 m (5 000 ft) of the aerodrome reference point increasing at a rate of 1 per 1 000.*		Not Applicable		
Chapter 4 Reference **4.10.4** **Standard**	4.10.4 *Datum.* Where no accurate datum for vertical reference is available, the elevation of the datum used shall be stated and identified as assumed.		Not Applicable		

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Chapter 5 Reference **5.1** **Standard**	**CHAPTER 5. AERODROME TERRAIN AND OBSTACLE CHART — ICAO (ELECTRONIC)** **5.1 Function** This electronic chart shall portray the terrain and obstacle data in combination with aeronautical data, as appropriate, necessary to: a) enable an operator to comply with the operating limitations of Annex 6, Part I, Chapter 5, and Part III, Section II, Chapter 3, by developing contingency procedures for use in the event of an emergency during a missed approach or take-off, and by performing aircraft operating limitations analysis; and b) support the following air navigation applications: 1) instrument procedure design (including circling procedure); 2) aerodrome obstacle restriction and removal; and 3) provision of source data for the production of other aeronautical charts.		Not Applicable		Aerodrome Terrain and Obstacle Charts - ICAO (Electronic) are not currently produced.

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Chapter 5 Reference **5.2.1** **Standard**	**5.2 Availability** 5.2.1 From 12 November 2015, Aerodrome Terrain and Obstacle Charts — ICAO (Electronic) shall be made available in the manner prescribed in 1.3.2 for aerodromes regularly used by international civil aviation. *Note 1.— Where the Aerodrome Terrain and Obstacle Chart — ICAO (Electronic) is made available, the Aerodrome Obstacle Chart — ICAO Type A (Operating Limitations) and the Aerodrome Obstacle Chart — ICAO Type B are not required (see 3.2.1 and 4.2.1).* *Note 2.— The information required by the Precision Approach Terrain Chart — ICAO may be provided in the Aerodrome Terrain and Obstacle Chart — ICAO (Electronic). Where this occurs, the Precision Approach Terrain Chart — ICAO is not required (see 6.2.1).*		Not Applicable		
Chapter 5 Reference **5.2.2** **Recommendation**	5.2.2 **Recommendation.—** *Aerodrome Terrain and Obstacle Charts — ICAO (Electronic) should be made available in the manner prescribed in 1.3.2 for all aerodromes regularly used by international civil aviation.*		Not Applicable		
Chapter 5 Reference **5.2.3** **Standard**	5.2.3 The Aerodrome Terrain and Obstacle Chart — ICAO (Electronic) shall also be made available in hard copy format upon request. *Note.— For specifications regarding hard copy printed output, see 5.7.7.*		Not Applicable		

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Chapter 5 Reference **5.2.4** **Standard**	5.2.4 The ISO 19100 series of standards for geographic information shall be used as a general data modelling framework. *Note.— The use of the ISO 19100 series of standards for geographic information supports the interchange and use of the Aerodrome Terrain and Obstacle Chart — ICAO (Electronic) among different users.*		Not Applicable		
Chapter 5 Reference **5.3** **Standard**	**5.3 Identification** Electronic charts shall be identified by the name of the country in which the aerodrome is located, the name of the city or town which the aerodrome serves, and the name of the aerodrome.		Not Applicable		
Chapter 5 Reference **5.4** **Standard**	**5.4 Chart coverage** The extent of each chart shall be sufficient to cover Area 2 as specified in Annex 15, Chapter 5. **5.4 Chart coverage** The extent of each chart shall be sufficient to cover Area 2 as specified in Annex 15, Chapter 5.		Not Applicable		

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Chapter 5 Reference **5.5.1.1** **Standard**	**5.5 Chart content** 5.5.1 General 5.5.1.1 When developing computer graphic applications that are used to portray features on the chart, the relationships between features, feature attributes, and the underlying spatial geometry and associated topological relationships shall be specified by an application schema. Portrayed information shall be provided on the basis of portrayal specifications applied according to defined portrayal rules. Portrayal specifications and portrayal rules shall not be part of the data set. Portrayal rules shall be stored in a portrayal catalogue which shall make reference to separately stored portrayal specifications. *Note.— ISO Standard 19117 contains a definition of the schema describing the portrayal mechanism of feature-based geographic information, while ISO Standard 19109 contains rules for application schema. Spatial geometry and associated topological relationships are defined in ISO Standard 19107.*		Not Applicable		
Chapter 5 Reference **5.5.1.2** **Standard**	5.5.1.2 Symbols used to portray features shall be in accordance with 2.4 and Appendix 2 — ICAO Chart Symbols.		Not Applicable		

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Chapter 5 Reference **5.5.2.1** **Standard**	5.5.2 Terrain feature 5.5.2.1 The terrain feature, and associated attributes, to be portrayed and database-linked to the chart shall be based on the terrain data sets which satisfy the requirements of Annex 15, Chapter 5. *Note.— Specifications concerning terrain data sets are contained in PANS-AIM (Doc 10066), Chapter 5 and Appendices 1, 6 and 8.*		Not Applicable		
Chapter 5 Reference **5.5.2.2** **Standard**	5.5.2.2 The terrain feature shall be portrayed in a manner that provides an effective general impression of a terrain. This shall be a representation of terrain surface by continuous elevation values at all intersections of the defined grid, also known as the Digital Elevation Model (DEM). *Note.— In accordance with Annex 15, Chapter 5 and PANS-AIM (Doc 10066), Chapter 5 and Appendices 1 and 8, the DEM for Area 2 post spacing (grid) is specified at 1 arc second (approximately 30 m).*		Not Applicable		
Chapter 5 Reference **5.5.2.3** **Recommendation**	5.5.2.3 **Recommendation.—** *Representation of terrain surface should be provided as a selectable layer of contour lines in addition to the DEM.*		Not Applicable		

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Chapter 5 Reference **5.5.2.4** **Recommendation**	5.5.2.4 **Recommendation.—** *An ortho-rectified image which matches the features on the DEM with features on the overlying image should be used to enhance the DEM. The image should be provided as a separate selectable layer.*		Not Applicable		
Chapter 5 Reference **5.5.2.5** **Standard**	5.5.2.5 The portrayed terrain feature shall be linked to the following associated attributes in the database(s): a) horizontal positions of grid points in geographic coordinates and elevations of the points; b) surface type; c) contour line values, if provided; and d) names of cities, towns and other prominent topographic features.		Not Applicable		
Chapter 5 Reference **5.5.2.6** **Recommendation**	5.5.2.6 **Recommendation.—** *Additional terrain attributes provided in the database(s) should be linked to the portrayed terrain feature.* *Note.— Specifications concerning terrain attributes are contained in PANS-AIM (Doc 10066), Appendix 6, Table A6-1.*		Not Applicable		

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Chapter 5 Reference **5.5.3.1** **Standard**	5.5.3 Obstacle features 5.5.3.1 Obstacle features, and associated attributes, portrayed or database-linked to the chart shall be based on obstacle data sets which satisfy the requirements of Annex 15, Chapter 5. *Note.— Specifications concerning obstacle data sets are contained in PANS-AIM (Doc 10066), Chapter 5 and Appendices 1, 6 and 8.*		Not Applicable		
Chapter 5 Reference **5.5.3.2** **Standard**	5.5.3.2 Each obstacle shall be portrayed by an appropriate symbol and obstacle identifier.		Not Applicable		
Chapter 5 Reference **5.5.3.3** **Standard**	5.5.3.3 The portrayed obstacle feature shall be linked to the following associated attributes in the database(s): a) horizontal position in geographic coordinates and associated elevation; b) obstacle type; and c) obstacle extent, if appropriate.		Not Applicable		

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Chapter 5 Reference **5.5.3.4** **Recommendation**	5.5.3.4 **Recommendation.—** *Additional obstacle attributes provided in the database(s) should be linked to the portrayed obstacle feature.* *Note.— Specifications concerning obstacle attributes are contained in PANS-AIM (Doc 10066), Appendix 6, Table A6-2.*		Not Applicable		
Chapter 5 Reference **5.5.4.1** **Standard**	5.5.4 Aerodrome features 5.5.4.1 Aerodrome features, and associated attributes, portrayed and database-linked to the chart shall be based on aerodrome data which satisfy the requirements of Annex 15, Chapter 5. *Note.— Specifications concerning aerodrome features and associated attributes are contained in PANS-AIM (Doc 10066), Chapter 5 and Appendix 1.*		Not Applicable		
Chapter 5 Reference **5.5.4.2** **Standard**	5.5.4.2 The following aerodrome features shall be portrayed by an appropriate symbol: a) aerodrome reference point; b) runway(s), with designation numbers, and if available, stopway(s) and clearway(s); and c) taxiways, aprons, large buildings and other prominent aerodrome features.		Not Applicable		

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Chapter 5 Reference **5.5.4.3** **Standard**	5.5.4.3 The portrayed aerodrome feature shall be linked to the following associated attributes in the database(s): a) geographical coordinates of the aerodrome reference point; b) aerodrome magnetic variation, year of information and annual change; *Note.— Magnetic variation may be database-linked to the aerodrome reference point.* c) length and width of runway(s), stopway(s) and clearway(s); d) type of surface of runway(s) and stopway(s); e) magnetic bearings of the runway(s) to the nearest degree; f) elevations at each end of runway(s), stopway(s) and clearway(s), and at each significant change in slope of runway(s) and stopway(s); g) declared distances for each runway direction, or the abbreviation “NU” where a runway direction cannot be used for take-off or landing or both. *Note.— Annex 14, Volume I, Attachment A, provides guidance on declared distances.*		Not Applicable		

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Chapter 5 Reference **5.5.5** **Standard**	5.5.5 Radio navigation aid features Each radio navigation aid feature located within the chart coverage shall be portrayed by an appropriate symbol. *Note.— Navigation aid feature attributes may be linked to the portrayed navigation aid features in the database(s).*		Not Applicable		
Chapter 5 Reference **5.6.1** **Standard**	**5.6 Accuracy and resolution** 5.6.1 The order of accuracy of aeronautical, terrain and obstacle data shall be in accordance with its intended use. *Note.— Specifications concerning the accuracy of aeronautical, terrain and obstacle data are contained in the PANS-AIM (Doc 10066), Appendix 1.*		Not Applicable		
Chapter 5 Reference **5.6.2** **Standard**	5.6.2 The aeronautical, terrain and obstacle data resolution shall be commensurate with the actual data accuracy. *Note.— Specifications concerning the order of resolution for aeronautical, terrain and obstacle data are provided in the PANS-AIM (Doc 10066), Appendix 1.*		Not Applicable		
Chapter 5 Reference **5.7.1** **Standard**	**5.7 Electronic functionality** 5.7.1 It shall be possible to vary the scale at which the chart is viewed. Symbols and text size shall vary with chart scale to enhance readability.		Not Applicable		

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Chapter 5 Reference **5.7.2** **Standard**	5.7.2 Information on the chart shall be geo-referenced, and it shall be possible to determine cursor position to at least the nearest second.		Not Applicable		
Chapter 5 Reference **5.7.3** **Standard**	5.7.3 The chart shall be compatible with widely available desktop computer hardware, software and media.		Not Applicable		
Chapter 5 Reference **5.7.4** **Recommendation**	5.7.4 **Recommendation.—** *The chart should include its own "reader" software.*		Not Applicable		
Chapter 5 Reference **5.7.5** **Standard**	5.7.5 It shall not be possible to remove information from the chart without an authorized update.		Not Applicable		

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Chapter 5 Reference **5.7.6** **Standard**	5.7.6 When, due to congestion of information, the details necessary to support the function of the chart cannot be shown with sufficient clarity on a single comprehensive chart view, selectable information layers shall be provided to allow for the customized combination of information. *Note.— An electronic chart format with user-selectable information layers is the preferred method of presentation for most aerodrome features.*		Not Applicable		
Chapter 5 Reference **5.7.7** **Standard**	5.7.7 It shall be possible to print the chart in hard copy format according to the content specifications and scale determined by the user. *Note 1.— Printed output may consist of "tiled" sheets or specific selected areas according to user requirements.* *Note 2.— Feature attribute information available through database link may be supplied separately on appropriately referenced sheets.*		Not Applicable		
Chapter 5 Reference **5.8.1** **Standard**	**5.8 Chart data product specifications** 5.8.1 A comprehensive statement of the data sets comprising the chart shall be provided in the form of data product specifications on which basis air navigation users will be able to evaluate the chart data product and determine whether it fulfils the requirements for its intended use (application).		Not Applicable		

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Chapter 5 Reference **5.8.2** **Standard**	5.8.2 The chart data product specifications shall include an overview, a specification scope, a data product identification, data content information, the reference systems used, the data quality requirements, and information on data capture, data maintenance, data portrayal, data product delivery, as well as any additional information available, and metadata. *Note.— ISO Standard 19131 specifies the requirements and outline of data product specifications for geographic information.*		Not Applicable		
Chapter 5 Reference **5.8.3** **Standard**	5.8.3 The overview of the chart data product specifications shall provide an informal description of the product and shall contain general information about the data product. The specification scope of the chart data product specifications shall contain the spatial (horizontal) extent of the chart coverage. The chart data product identification shall include the title of the product, a brief narrative summary of the content and purpose, and a description of the geographic area covered by the chart.		Not Applicable		
Chapter 5 Reference **5.8.4** **Standard**	5.8.4 The data content of the chart data product specifications shall clearly identify the type of coverage and/or imagery and shall provide a narrative description of each. *Note.— ISO Standard 19123 contains schema for coverage geometry and functions.*		Not Applicable		

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Chapter 5 Reference **5.8.5** **Standard**	5.8.5 The chart data product specifications shall include information that defines the reference systems used. This shall include the spatial reference system (horizontal and vertical) and, if appropriate, temporal reference system. The chart data product specifications shall identify the data quality requirements. This shall include a statement on acceptable conformance quality levels and corresponding data quality measures. This statement shall cover all the data quality elements and data quality sub-elements, even if only to state that a specific data quality element or sub-element is not applicable. *Note.— ISO Standard 19113 contains quality principles for geographic information while ISO Standard 19114 covers quality evaluation procedures.*		Not Applicable		
Chapter 5 Reference **5.8.6** **Standard**	5.8.6 The chart data product specifications shall include a data capture statement which shall be a general description of the sources and of processes applied for the capture of chart data. The principles and criteria applied in the maintenance of the chart shall also be provided in the chart data product specifications, including the frequency with which the chart product is updated. Of particular importance shall be the maintenance information of obstacle data sets included on the chart and an indication of the principles, methods and criteria applied for obstacle data maintenance.		Not Applicable		
Chapter 5 Reference **5.8.7** **Standard**	5.8.7 The chart data product specifications shall contain information on how data are portrayed on the chart, as detailed in 5.5.1.1. The chart data product specifications shall also contain data product delivery information which shall include delivery formats and delivery medium information.		Not Applicable		

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Chapter 5 Reference **5.8.8** **Standard**	5.8.8 The core chart metadata elements shall be included in the chart data product specifications. Any additional metadata items required to be supplied shall be stated in the product specifications together with the format and encoding of the metadata. *Note 1.— ISO Standard 19115 specifies requirements for geographic information metadata.* *Note 2.— The chart data product specifications document the chart data product which is implemented as data set. Those data sets are described by metadata.*		Not Applicable		
Chapter 6 Reference **6.1** **Standard**	**CHAPTER 6. PRECISION APPROACH TERRAIN CHART — ICAO** **6.1 Function** The chart shall provide detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters.	NZ Precision Approach Terrain Chart.	No Difference		Applicable only to Auckland Aerodrome (NZAA). Published in AIPNZ AD.

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Chapter 6 Reference **6.2.1** **Standard**	**6.2 Availability** 6.2.1 The Precision Approach Terrain Chart — ICAO shall be made available for all precision approach runways Categories II and III at aerodromes used by international civil aviation, except where the requisite information is provided in the Aerodrome Terrain and Obstacle Chart — ICAO (Electronic) in accordance with Chapter 5.	NZ Precision Approach Terrain Chart.	No Difference		Applicable only to Auckland Aerodrome (NZAA).
Chapter 6 Reference **6.2.2** **Standard**	6.2.2 The Precision Approach Terrain Chart — ICAO shall be revised whenever any significant change occurs.	CAR 175.103(b)(4).	No Difference		
Chapter 6 Reference **6.3.1** **Recommendation**	**6.3 Scale** 6.3.1 **Recommendation.—** *The horizontal scale should be 1:2 500, and the vertical scale 1:500.*	NZ Precision Approach Terrain Chart.	Different in character or other means of compliance	Horizontal scale 1:3500.	Finer scale not required, given the low number of obstacles.
Chapter 6 Reference **6.3.2** **Recommendation**	6.3.2 **Recommendation.—** *When the chart includes a profile of the terrain to a distance greater than 900 m (3 000 ft) from the runway threshold, the horizontal scale should be 1:5 000.*		Not Applicable		

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Chapter 6 Reference **6.4** **Standard**	**6.4 Identification** The chart shall be identified by the name of the country in which the aerodrome is located, the name of the city or town or area which the aerodrome serves, the name of the aerodrome and the designator of the runway.	NZ Precision Approach Terrain Chart.	No Difference		
Chapter 6 Reference **6.5.1** **Standard**	**6.5 Plan and profile information** 6.5.1 The chart shall include: a) a plan showing contours at 1 m (3 ft) intervals in the area 60 m (200 ft) on either side of the extended centre line of the runway, to the same distance as the profile, the contours to be related to the runway threshold; b) an indication where the terrain or any object thereon, within the plan defined in a), differs by ±3 m (10 ft) in height from the centre line profile and is likely to affect a radio altimeter; c) a profile of the terrain to a distance of 900 m (3 000 ft) from the threshold along the extended centre line of the runway.	NZ Precision Approach Terrain Chart.	Different in character or other means of compliance	Contours are at 3 m intervals.	
Chapter 6 Reference **6.5.2** **Recommendation**	6.5.2 **Recommendation.—** *Where the terrain at a distance greater than 900 m (3 000 ft) from the runway threshold is mountainous or otherwise significant to users of the chart, the profile of the terrain should be shown to a distance not exceeding 2 000 m (6 500 ft) from the runway threshold.*		Not Applicable		

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Chapter 6 Reference **6.5.3** **Recommendation**	6.5.3 **Recommendation.—** *The ILS reference datum height should be shown to the nearest half metre or foot.*	NZ Precision Approach Terrain Chart.	No Difference		
Chapter 7 Reference **7.1** **Standard**	**CHAPTER 7. ENROUTE CHART — ICAO** **7.1 Function** This chart shall provide flight crews with information to facilitate navigation along ATS routes in compliance with air traffic services procedures. *Note.— Simplified versions of these charts are appropriate for inclusion in Aeronautical Information Publications to complement the tabulation of communication and navigation facilities.*	CAR 175.103(b)(4); NZ Enroute Chart (ENRC) series.	No Difference		
Chapter 7 Reference **7.2.1** **Standard**	**7.2 Availability** 7.2.1 The Enroute Chart — ICAO shall be made available in the manner prescribed in 1.3.2 for all areas where flight information regions have been established. *Note.— Under certain conditions, an Area Chart — ICAO may have to be provided. (See Chapter 8.)*	CAR 175.103(b)(4); NZ Enroute Chart (ENRC) series.	No Difference		

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Chapter 7 Reference **7.2.2** **Standard**	7.2.2 Where different air traffic services routes, position reporting requirements or lateral limits of flight information regions or control areas exist in different layers of airspace and cannot be shown with sufficient clarity on one chart, separate charts shall be provided.	CAR 175.103(b)(4); NZ ENRC series.	No Difference		
Chapter 7 Reference **7.3.1** **Recommendation**	**7.3 Coverage and scale** *Note 1.— A uniform scale for charts of this type cannot be specified due to the varying degree of congestion of information in certain areas.* *Note 2.— A linear scale based on the mean scale of the chart may be shown.* 7.3.1 **Recommendation.—** *Layout of sheet lines should be determined by the density and pattern of the ATS route structure.*	CAR 175.103(b)(4); NZ ENRC series.	No Difference		
Chapter 7 Reference **7.3.2** **Standard**	7.3.2 Large variations of scale between adjacent charts showing a continuous route structure shall be avoided.	CAR 175.103(b)(4); NZ ENRC series.	No Difference		
Chapter 7 Reference **7.3.3** **Standard**	7.3.3 An adequate overlap of charts shall be provided to ensure continuity of navigation.	CAR 175.103(b)(4); NZ ENRC series.	No Difference		

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Chapter 7 Reference **7.4.1** **Recommendation**	**7.4 Projection** 7.4.1 **Recommendation.—** *A conformal projection on which a straight line approximates a great circle should be used.*	CAR 175.103(b)(4); NZ ENRC series.	No Difference		Lambert Conformal Conic Projection is used.
Chapter 7 Reference **7.4.2** **Standard**	7.4.2 Parallels and meridians shall be shown at suitable intervals.	CAR 175.103(b)(4); NZ ENRC series.	No Difference		
Chapter 7 Reference **7.4.3** **Standard**	7.4.3 Graduation marks shall be placed at consistent intervals along selected parallels and meridians.	CAR 175.103(b)(4); NZ ENRC series.	No Difference		
Chapter 7 Reference **7.5** **Standard**	**7.5 Identification** Each sheet shall be identified by chart series and number.	CAR 175.103(b)(4); NZ ENRC series.	No Difference		
Chapter 7 Reference **7.6.1** **Standard**	**7.6 Culture and topography** 7.6.1 Generalized shore lines of all open water areas, large lakes and rivers shall be shown except where they conflict with data more applicable to the function of the chart.	CAR 175.103(b)(4); NZ ENRC series.	No Difference		

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Chapter 7 Reference **7.6.2** **Standard**	7.6.2 Within each quadrilateral formed by the parallels and meridians, the area minimum altitude shall be shown, except as provided for in 7.6.3. *Note 1.— Quadrilaterals formed by the parallels and meridians normally correspond to the whole degree of latitude and longitude. Regardless of the chart scale being used, the area minimum altitude relates to the consequent quadrilateral.* *Note 2. — Refer to the* Procedures for Air Navigation — Aircraft Operations *(PANS OPS, Doc 8168), Volume II, Part I, Section 2, Chapter 1, 1.8, for method for determination of area minimum altitude.*	CAR 175.103(b)(4); NZ ENRC series.	No Difference		
Chapter 7 Reference **7.6.3** **Recommendation**	7.6.3 **Recommendation.—** *In areas of high latitude where it is determined by the appropriate authority that True North orientation of the chart is impractical, the area minimum altitude should be shown within each quadrilateral formed by reference lines of the graticule (grid) used.*		Not Applicable		
Chapter 7 Reference **7.6.4** **Standard**	7.6.4 Where charts are not True North orientated, this fact and the selected orientation used shall be clearly indicated.		Not Applicable		

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Chapter 7 Reference **7.7.0.1** **Recommendation**	**7.7 Magnetic variation** **Recommendation.—** *Isogonals should be indicated and the date of the isogonic information given.*	CAR 175.103(b)(4); NZ ENRC series.	No Difference		
Chapter 7 Reference **7.8.1** **Standard**	**7.8 Bearings, tracks and radials** 7.8.1 Bearings, tracks and radials shall be magnetic, except as provided for in 7.8.2. Where bearings and tracks are additionally provided as true values for RNAV segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g. 290° (294.9°T).	CAR 175.103(b)(4); NZ ENRC series.	Less protective or partially implemented or not implemented	Additional true values are expressed in whole degrees only.	True values are shown only on Antarctic routes.
Chapter 7 Reference **7.8.2** **Recommendation**	7.8.2 **Recommendation.—** *In areas of high latitude where it is determined by the appropriate authority that reference to Magnetic North is impractical, another suitable reference, i.e. True North or Grid North, should be used.*	CAR 175.103(b)(4); NZ ENRC series.	No Difference		Applies only to Antarctic routes.
Chapter 7 Reference **7.8.3** **Standard**	7.8.3 Where bearings, tracks or radials are given with reference to True North or Grid North, this shall be clearly indicated. When Grid North is used, its reference grid meridian shall be identified.	CAR 175.103(b)(4); NZ ENRC series.	No Difference		Applies only to Antarctic routes.

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Chapter 7 Reference **7.9.1** **Standard**	**7.9 Aeronautical data** 7.9.1 Aerodromes All aerodromes used by international civil aviation to which an instrument approach can be made shall be shown. *Note.— Other aerodromes may be shown.*	CAR 175.103(b)(4); NZ ENRC series.	No Difference		
Chapter 7 Reference **7.9.2** **Standard**	7.9.2 Prohibited, restricted and danger areas Prohibited, restricted and danger areas relevant to the layer of airspace shall be depicted with their identification and vertical limits.	CAR 175.103(b)(4); NZ ENRC series.	No Difference		
Chapter 7 Reference **7.9.3.1** **Standard**	7.9.3 Air traffic services system 7.9.3.1 Where appropriate, the components of the established air traffic services system shall be shown.	CAR 175.103(b)(4); NZ ENRC series.	No Difference		

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Chapter 7 Reference **7.9.3.1.1** **Standard**	7.9.3.1.1 The components shall include the following: a) the radio navigation aids associated with the air traffic services system together with their names, identifications, frequencies and geographical coordinates in degrees, minutes and seconds; b) in respect of DME, additionally the elevation of the transmitting antenna of the DME to the nearest 30 m (100 ft); c) an indication of all designated airspace, including lateral and vertical limits and the appropriate class of airspace; d) All ATS routes for en-route flight including route designators, the track to the nearest degree in both directions along each segment of the routes and, where established, the designation of the navigation specification(s) including any limitations and the direction of traffic flow; *Note.— Guidance material on the organization of ATS routes for en-route flight publication which may be used to facilitate charting is contained in the* Aeronautical Information Services Manual *(Doc 8126).* e) all significant points which define the ATS routes and are not marked by the position of a radio navigation aid, together with their name-codes and geographical coordinates in degrees, minutes and seconds; f) in respect of waypoints defining VOR/DME area navigation routes, additionally, 1) the station identification and radio frequency of the reference VOR/DME; 2) the bearing to the nearest tenth of a degree and the distance to the nearest two-tenths of a kilometre	CAR 175.103(b)(4); NZ ENRC series.	No Difference		Note: b) DME antenna elevation is not shown.

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	(tenth of a nautical mile) from the reference VOR/ DME, if the waypoint is not collocated with it; g) an indication of all compulsory and "on-request" reporting points and ATS/MET reporting points; h) the distances to the nearest kilometre or nautical mile between significant points constituting turning points or reporting points; *Note.— Overall distances between radio navigation aids may also be shown.* i) change-over points on route segments defined by reference to very high frequency omnidirectional radio ranges, indicating the distances to the nearest kilometre or nautical mile to the navigation aids; *Note.— Change-over points established at the mid-point between two aids, or at the intersection of two radials in the case of a route which changes direction between the aids, need not be shown for each route segment if a general statement regarding their existence is made.* j) minimum en-route altitudes and minimum obstacle clearance altitudes, on ATS routes to the nearest higher 50 metres or 100 feet (see Annex 11, 2.22); k) communication facilities listed with their channels and, if applicable, logon address and satellite voice communications (SATVOICE) number; and l) air defence identification zone (ADIZ) properly identified. *Note.— ADIZ procedures may be described in the chart legend.*				

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Chapter 7 Reference **7.9.4.1** **Standard**	7.9.4 Supplementary information 7.9.4.1 Details of departure and arrival routes and associated holding patterns in terminal areas shall be shown unless they are shown on an Area Chart, a Standard Departure Chart — Instrument (SID) — ICAO or a Standard Arrival Chart — Instrument (STAR) — ICAO. *Note 1.— For specifications of these charts, see Chapters 8, 9 and 10.* *Note 2.— Departure routes normally originate at the end of a runway; arrival routes normally terminate at the point where an instrument approach is initiated.*	CAR 175.103(b)(4); NZ ENRC series.	No Difference		
Chapter 7 Reference **7.9.4.2** **Standard**	7.9.4.2 Where established, altimeter setting regions shall be shown and identified.	CAR 175.103(b)(4); NZ ENRC series.	No Difference		

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Chapter 8 Reference **8.1** **Standard**	**CHAPTER 8. AREA CHART — ICAO** **8.1 Function** This chart shall provide the flight crew with information to facilitate the following phases of instrument flight: a) the transition between the en-route phase and approach to an aerodrome; b) the transition between take-off/missed approach and en-route phase of flight; and c) flights through areas of complex ATS routes or airspace structure. *Note.— The function described in 8.1 c) may be satisfied by a separate chart or an inset on an Enroute Chart — ICAO.*	CAR 175.103(b)(4); NZ Area Chart (ARC) series.	No Difference		
Chapter 8 Reference **8.2.1** **Standard**	**8.2 Availability** 8.2.1 The Area Chart — ICAO shall be made available in the manner prescribed in 1.3.2 where the air traffic services routes or position reporting requirements are complex and cannot be adequately shown on an Enroute Chart — ICAO.	CAR 175.103(b)(4); NZ ARC series.	No Difference		

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Chapter 8 Reference **8.2.2** **Standard**	8.2.2 Where air traffic services routes or position reporting requirements are different for arrivals and for departures, and these cannot be shown with sufficient clarity on one chart, separate charts shall be provided. *Note.— Under certain conditions, a Standard Departure Chart — Instrument (SID) — ICAO and a Standard Arrival Chart — Instrument (STAR) — ICAO may have to be provided (see Chapters 9 and 10).*	CAR 175.103(b)(4); NZ ARC series.	No Difference		
Chapter 8 Reference **8.3.1** **Standard**	**8.3 Coverage and scale** 8.3.1 The coverage of each chart shall extend to points that effectively show departure and arrival routes.	CAR 175.103(b)(4); NZ ARC series.	No Difference		
Chapter 8 Reference **8.3.2** **Standard**	8.3.2 The chart shall be drawn to scale and a scale-bar shown.	CAR 175.103(b)(4); NZ ARC series.	No Difference		
Chapter 8 Reference **8.4.1** **Recommendation**	**8.4 Projection** 8.4.1 **Recommendation.—** *A conformal projection on which a straight line approximates a great circle should be used.*	CAR 175.103(b)(4); NZ ARC series.	No Difference		Lambert Conformal Conic Projection is used.

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Chapter 8 Reference **8.4.2** **Standard**	8.4.2 Parallels and meridians shall be shown at suitable intervals.	CAR 175.103(b)(4); NZ ARC series.	No Difference		
Chapter 8 Reference **8.4.3** **Standard**	8.4.3 Graduation marks shall be placed at consistent intervals along the neat lines, as appropriate.	CAR 175.103(b)(4); NZ ARC series.	No Difference		
Chapter 8 Reference **8.5** **Standard**	**8.5 Identification** The chart shall be identified by a name associated with the airspace portrayed. *Note.— The name may be that of the air traffic services centre, the name of the largest city or town situated in the area covered by the chart or the name of the city that the aerodrome serves. Where more than one aerodrome serves the city or town, the name of the aerodrome on which the procedures are based should be added.*	CAR 175.103(b)(4); NZ ARC series.	No Difference		
Chapter 8 Reference **8.6.1** **Standard**	**8.6 Culture and topography** 8.6.1 Generalized shorelines of all open water areas, large lakes and rivers shall be shown except where they conflict with data more applicable to the function of the chart.	CAR 175.103(b)(4); NZ ARC series.	No Difference		

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

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Chapter 8 Reference **8.8.1** **Standard**	**8.8 Bearings, tracks and radials** 8.8.1 Bearings, tracks and radials shall be magnetic, except as provided for in 8.8.2. Where bearings and tracks are additionally provided as true values for RNAV segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g. 290° (294.9°T).	CAR 175.103(b)(4); NZ ARC series.	No Difference		True values not used.
Chapter 8 Reference **8.8.2** **Recommendation**	8.8.2 **Recommendation.—** *In areas of high latitude, where it is determined by the appropriate authority that reference to Magnetic North is impractical, another suitable reference, i.e. True North or Grid North, should be used.*		Not Applicable		
Chapter 8 Reference **8.8.3** **Standard**	8.8.3 Where bearings, tracks or radials are given with reference to True North or Grid North, this shall be clearly indicated. When Grid North is used, its reference grid meridian shall be identified.		Not Applicable		
Chapter 8 Reference **8.9.1** **Standard**	**8.9 Aeronautical data** 8.9.1 Aerodromes All aerodromes which affect the terminal routings shall be shown. Where appropriate, a runway pattern symbol shall be used.	CAR 175.103(b)(4); NZ ARC series.	No Difference		

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Chapter 8 Reference **8.9.2** **Standard**	8.9.2 Prohibited, restricted and danger areas Prohibited, restricted and danger areas shall be depicted with their identification and vertical limits.	CAR 175.103(b)(4); NZ ARC series.	No Difference		
Chapter 8 Reference **8.9.3** **Standard**	8.9.3 Area minimum altitudes Area minimum altitudes shall be shown within quadrilaterals formed by the parallels and meridians. *Note 1.— Quadrilaterals formed by the parallels and meridians normally correspond to the whole degree of latitude and longitude. Regardless of the chart scale being used, the area minimum altitude relates to the consequent quadrilateral.* *Note 2.— Refer to the* Procedures for Air Navigation — Aircraft Operations *(PANS OPS, Doc 8168), Volume II, Part I, Section 2, Chapter 1, 1.8, for method for determination of area minimum altitude.*	CAR 175.103(b)(4); NZ ARC series.	No Difference		
Chapter 8 Reference **8.9.4.1** **Standard**	8.9.4 Air traffic services system 8.9.4.1 The components of the established relevant air traffic services system shall be shown.	CAR 175.103(b)(4); NZ ARC series.	No Difference		

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Chapter 8 Reference **8.9.4.1.1** **Standard**	8.9.4.1.1 The components shall include the following: a) the radio navigation aids associated with the air traffic services system, together with their names, identifications, frequencies and geographical coordinates in degrees, minutes and seconds; b) in respect of DME, additionally the elevation of the transmitting antenna of the DME to the nearest 30 m (100 ft); c) terminal radio aids which are required for outbound and inbound traffic and for holding patterns; d) the lateral and vertical limits of all designated airspace and the appropriate class of airspace; e) the designation of the navigation specification(s) including any limitations, where established; f) holding patterns and terminal routings, together with the route designators, and the track to the nearest degree along each segment of the prescribed airways and terminal routings; g) all significant points which define the terminal routings and are not marked by the position of a radio navigation aid, together with their name-codes and geographical coordinates in degrees, minutes and seconds; h) in respect of waypoints defining VOR/DME area navigation routes, additionally, 1) the station identification and radio frequency of the reference VOR/DME; 2) the bearing to the nearest tenth of a degree and the	CAR 175.103(b)(4); NZ ARC series.	No Difference		Note: b) DME antenna elevation is not shown.

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	distance to the nearest two-tenths of a kilometre (tenth of a nautical mile) from the reference VOR/DME, if the waypoint is not collocated with it; i) an indication of all compulsory and "on-request" reporting points; j) the distances to the nearest kilometre or nautical mile between significant points constituting turning points or reporting points; *Note.— Overall distances between radio navigation aids may also be shown.* k) change-over points on route segments defined by reference to very high frequency omnidirectional radio ranges, indicating the distances to the nearest kilometre or nautical mile to the radio navigation aids; *Note.— Change-over points established at midpoint between two aids, or at the intersection of two radials in the case of a route which changes direction between the aids, need not be shown for each route segment if a general statement regarding their existence is made.* l) minimum en-route altitudes and minimum obstacle clearance altitudes, on ATS routes to the nearest higher 50 metres or 100 feet (see Annex 11, 2.22); m) established minimum vectoring altitudes to the nearest higher 50 m or 100 ft, clearly identified; *Note 1.— Where ATS surveillance systems are used to vector aircraft to or from significant points on a published standard departure or arrival route or to issue clearance for descent below the minimum sector altitude during arrival,*				

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	the relevant procedures may be shown on the Area Chart — ICAO unless excessive chart clutter will result. *Note 2.— Where excessive chart clutter will result, an ATC Surveillance Minimum Altitude Chart — ICAO may be provided (see Chapter 21), in which case the elements indicated by 8.9.4.1.1, l), need not be duplicated on the Area Chart — ICAO.* n) area speed and level/altitude restrictions where established; o) communication facilities listed with their channels and, if applicable, logon address and SATVOICE number; and p) an indication of “flyover” significant points.				

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Chapter 9 Reference **9.1** **Standard**	**CHAPTER 9. STANDARD DEPARTURE CHART — INSTRUMENT (SID) — ICAO** **9.1 Function** This chart shall provide the flight crew with information to enable it to comply with the designated standard departure route — instrument from take-off phase to the en-route phase. *Note 1.— Provisions governing the identification of standard departure routes are in Annex 11, Appendix 3; guidance material relating to the establishment of such routes is contained in the* Air Traffic Services Planning Manual *(Doc 9426).* *Note 2.— Provisions governing obstacle clearance criteria and details of the minimum information to be published are contained in the* Procedures for Air Navigation Services — Aircraft Operations *(PANS-OPS, Doc 8168)*, Volume II, Part II.	CAR 175.103(b)(4); NZ SID chart series.	No Difference		SID charts are contained in AIPNZ Vols 2 and 3.
Chapter 9 Reference **9.2** **Standard**	**9.2 Availability** The Standard Departure Chart — Instrument (SID) — ICAO shall be made available wherever a standard departure route — instrument has been established and cannot be shown with sufficient clarity on the Area Chart — ICAO.	CAR 175.103(b)(4); NZ SID chart series.	No Difference		

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Chapter 9 Reference **9.3.1** **Standard**	**9.3 Coverage and scale** 9.3.1 The coverage of the chart shall be sufficient to indicate the point where the departure route begins and the specified significant point at which the en-route phase of flight along a designated air traffic services route can be commenced. *Note.— The departure route normally originates at the end of a runway.*	CAR 175.103(b)(4); NZ SID chart series.	No Difference		
Chapter 9 Reference **9.3.2** **Recommendation**	9.3.2 **Recommendation.—** *The chart should be drawn to scale.*	CAR 175.103(b)(4); NZ SID chart series.	No Difference		
Chapter 9 Reference **9.3.3** **Standard**	9.3.3 If the chart is drawn to scale, a scale-bar shall be shown.	CAR 175.103(b)(4); NZ SID chart series.	No Difference		
Chapter 9 Reference **9.3.4** **Standard**	9.3.4 When the chart is not drawn to scale, the annotation “NOT TO SCALE” shall be shown and the symbol for scale- break shall be used on tracks and other aspects of the chart which are too large to be drawn to scale.	CAR 175.103(b)(4); NZ SID chart series.	No Difference		

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Chapter 9 Reference **9.4.1** **Recommendation**	**9.4 Projection** 9.4.1 **Recommendation.—** *A conformal projection on which a straight line approximates a great circle should be used.*	CAR 175.103(b)(4); NZ SID chart series.	No Difference		
Chapter 9 Reference **9.4.2** **Recommendation**	9.4.2 **Recommendation.—** *When the chart is drawn to scale, parallels and meridians should be shown at suitable intervals.*	CAR 175.103(b)(4); NZ SID chart series.	No Difference		Depicted as per 9.4.3.
Chapter 9 Reference **9.4.3** **Standard**	9.4.3 Graduation marks shall be placed at consistent intervals along the neat lines.	CAR 175.103(b)(4); NZ SID chart series.	No Difference		Shown where appropriate.

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Chapter 9 Reference **9.5** **Standard**	**9.5 Identification** The chart shall be identified by the name of the city or town or area which the aerodrome serves, the name of the aerodrome and the identification of the standard departure route(s) — instrument as established in accordance with the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, Part I, Section 3, Chapter 5. *Note.— The identification of the standard departure route(s) — instrument is provided by the procedures specialist.*	CAR 175.103(b)(4); NZ SID chart series.	No Difference		
Chapter 9 Reference **9.6.1** **Standard**	**9.6 Culture and topography** 9.6.1 Where the chart is drawn to scale, generalized shore lines of all open water areas, large lakes and rivers shall be shown except where they conflict with data more applicable to the function of the chart.	CAR 175.103(b)(4); NZ SID chart series.	No Difference		

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Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 9 Reference **9.6.2** **Recommendation**	9.6.2 **Recommendation.—** *To improve situational awareness in areas where significant relief exists, the chart should be drawn to scale and all relief exceeding 300 m (1 000 ft) above the aerodrome elevation should be shown by smoothed contour lines, contour values and layer tints printed in brown. Appropriate spot elevations, including the highest elevation within each top contour line, should be shown printed in black. Obstacles should also be shown.* *Note 1.— The next higher suitable contour line appearing on base topographic maps exceeding 300 m (1 000 ft) above the aerodrome elevation may be selected to start layer tinting.* *Note 2.— An appropriate brown colour, on which half-tone layer tinting is to be based, is specified in Appendix 3 — Colour Guide for contours and topographic features.* *Note 3.— Appropriate spot elevations and obstacles are those provided by the procedures specialist.*	CAR 175.103(b)(4); NZ SID chart series.	Less protective or partially implemented or not implemented	Relief not depicted on SID charts (chart size and clutter considerations); spot heights are shown on selected charts, eg, NZQN.	
Chapter 9 Reference **9.7** **Standard**	**9.7 Magnetic variation** Magnetic variation used in determining the magnetic bearings, tracks and radials shall be shown to the nearest degree.	CAR 175.103(b)(4); NZ SID chart series.	No Difference		

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Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 9 Reference **9.8.1** **Standard**	**9.8 Bearings, tracks and radials** 9.8.1 Bearings, tracks and radials shall be magnetic, except as provided for in 9.8.2. Where bearings and tracks are additionally provided as true values for RNAV segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g. 290° (294.9°T). *Note.— A note to this effect may be included on the chart.*	CAR 175.103(b)(4); NZ SID chart series.	No Difference		True values not used.
Chapter 9 Reference **9.8.2** **Recommendation**	9.8.2 **Recommendation.—** *In areas of high latitude, where it is determined by the appropriate authority that reference to Magnetic North is impractical, another suitable reference, i.e. True North or Grid North, should be used.*		Not Applicable		
Chapter 9 Reference **9.8.3** **Standard**	9.8.3 Where bearings, tracks or radials are given with reference to True North or Grid North, this shall be clearly indicated. When Grid North is used, its reference grid meridian shall be identified.		Not Applicable		
Chapter 9 Reference **9.9.1.1** **Standard**	**9.9 Aeronautical data** 9.9.1 Aerodromes 9.9.1.1 The aerodrome of departure shall be shown by the runway pattern.	CAR 175.103(b)(4); NZ SID chart series.	No Difference		

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Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 9 Reference **9.9.1.2** **Standard**	9.9.1.2 All aerodromes which affect the designated standard departure route — instrument shall be shown and identified. Where appropriate, the aerodrome runway patterns shall be shown.	CAR 175.103(b)(4); NZ SID chart series.	No Difference		
Chapter 9 Reference **9.9.2** **Standard**	9.9.2 Prohibited, restricted and danger areas Prohibited, restricted and danger areas which may affect the execution of the procedures shall be shown with their identification and vertical limits.	CAR 175.103(b)(4); NZ SID chart series.	No Difference		
Chapter 9 Reference **9.9.3.1** **Standard**	9.9.3 Minimum sector altitude 9.9.3.1 The established minimum sector altitude shall be shown with a clear indication of the sector to which it applies.	CAR 175.103(b)(4); NZ SID chart series.	No Difference		

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Chapter 9 Reference **9.9.3.2** **Standard**	9.9.3.2 Where the minimum sector altitude has not been established, the chart shall be drawn to scale and area minimum altitudes shall be shown within quadrilaterals formed by the parallels and meridians. Area minimum altitudes shall also be shown in those parts of the chart not covered by the minimum sector altitude. *Note 1.— Quadrilaterals formed by the parallels and meridians normally correspond to the half degree of latitude and longitude. Regardless of the chart scale being used, the area minimum altitude relates to the consequent quadrilateral.* *Note 2.— Refer to the* Procedures for Air Navigation — Aircraft Operations *(PANS OPS, Doc 8168), Volume II, Part I, Section 2, Chapter 1, 1.8, for method for determination of area minimum altitude.*		Not Applicable		Minimum sector altitudes are shown.
Chapter 9 Reference **9.9.4.1** **Standard**	9.9.4 Air traffic services system 9.9.4.1 The components of the established relevant air traffic services system shall be shown.	CAR 175.103(b)(4); NZ SID chart series.	No Difference		

Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 9 Reference **9.9.4.1.1** **Standard**	9.9.4.1.1 The components shall comprise the following: a) a graphic portrayal of each standard departure route — instrument, including: 1) for departure procedures designed specifically for helicopters, the term “CAT H” shall be depicted in the departure chart plan view; 2) route designator; 3) significant points defining the route; 4) track or radial to the nearest degree along each segment of the route; 5) distances to the nearest kilometre or nautical mile between significant points; 6) minimum obstacle clearance altitudes, along the route or route segments and altitudes required by the procedure to the nearest higher 50 m or 100 ft and flight level restrictions where established; 7) where the chart is drawn to scale and vectoring on departure is provided, established minimum vectoring altitudes to the nearest higher 50 m or 100 ft, clearly identified; *Note 1.— Where ATS surveillance systems are used to vector aircraft to or from significant points on a published standard departure route, the relevant procedures may be shown on the Standard Departure Chart — Instrument (SID) — ICAO unless excessive chart clutter will result.*	CAR 175.103(b)(4); NZ SID chart series.	No Difference		Note: b)5) DME antenna elevation is not shown.

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	Note 2.— Where excessive chart clutter will result, an ATC Surveillance Minimum Altitude Chart — ICAO may be provided (see Chapter 21), in which case the elements indicated by 9.9.4.1.1, a) 6), need not be duplicated on the Standard Departure Chart — Instrument (SID) — ICAO. b) the radio navigation aid(s) associated with the route(s) including: 1) plain language name; 2) identification; 3) frequency; 4) geographical coordinates in degrees, minutes and seconds; 5) for DME, the channel and the elevation of the transmitting antenna of the DME to the nearest 30 m (100 ft); c) the name-codes of the significant points not marked by the position of a radio navigation aid, their geographical coordinates in degrees, minutes and seconds and the bearing to the nearest tenth of a degree and distance to the nearest two-tenths of a kilometre (tenth of a nautical mile) from the reference radio navigation aid; d) applicable holding patterns; e) transition altitude/height to the nearest higher 300 m or 1 000 ft; f) the position and height of close-in obstacles which				

Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
	penetrate the obstacle identification surface (OIS). A note shall be included whenever close-in obstacles penetrating the OIS exist but which were not considered for the published procedure design gradient; *Note.— In accordance with PANS-OPS, Volume II, information on close-in obstacles is provided by the procedures specialist.* g) area speed restrictions, where established; h) the designation of the navigation specification(s) including any limitations, where established; i) all compulsory and "on-request" reporting points; j) radio communication procedures, including: 1) call sign(s) of ATS unit(s); 2) frequency and, if applicable, SATVOICE number; 3) transponder setting, where appropriate; k) an indication of "flyover" significant points.				
Chapter 9 Reference **9.9.4.2** **Recommendation**	9.9.4.2 **Recommendation.—** *A textual description of standard departure route(s) — instrument (SID) and relevant communication failure procedures should be provided and should, whenever feasible, be shown on the chart or on the same page which contains the chart.*	CAR 175.103(b)(4); NZ SID chart series.	Less protective or partially implemented or not implemented	Comms failure procedures are not shown on SID charts (space considerations); these are located in AIPNZ ENR 1.15.	

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Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 9 Reference **9.9.4.3** **Standard**	9.9.4.3 Aeronautical database requirements Appropriate data to support navigation database coding shall be published in accordance with the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, Part III, Section 5, Chapter 2, 2.1, on the verso of the chart or as a separate, properly referenced sheet. *Note.— Appropriate data are those provided by the procedures specialist.*	CAR 175.103(b)(4); NZ SID chart series.	Less protective or partially implemented or not implemented	Not provided.	

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Chapter 10 Reference **10.1** **Standard**	**CHAPTER 10. STANDARD ARRIVAL CHART — INSTRUMENT (STAR) — ICAO** **10.1 Function** This chart shall provide the flight crew with information to enable it to comply with the designated standard arrival route— instrument from the en-route phase to the approach phase. *Note 1.— Standard arrival routes — instrument are to be interpreted as including "standard descent profiles", "continuous descent approach", and other non-standard descriptions. In the case of a standard descent profile, the depiction of a cross-section is not required.* *Note 2.— Provisions governing the identification of standard arrival routes are in Annex 11, Appendix 3; guidance material relating to the establishment of such routes is contained in the* Air Traffic Services Planning Manual *(Doc 9426).*	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		STAR charts are contained in AIPNZ Vols 2 and 3.
Chapter 10 Reference **10.2** **Standard**	**10.2 Availability** The Standard Arrival Chart — Instrument (STAR) — ICAO shall be made available wherever a standard arrival route — instrument has been established and cannot be shown with sufficient clarity on the Area Chart.	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		

Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 10 Reference **10.3.1** **Standard**	**10.3 Coverage and scale** 10.3.1 The coverage of the chart shall be sufficient to indicate the points where the en-route phase ends and the approach phase begins.	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		
Chapter 10 Reference **10.3.2** **Recommendation**	10.3.2 **Recommendation.—** *The chart should be drawn to scale.*	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		
Chapter 10 Reference **10.3.3** **Standard**	10.3.3 If the chart is drawn to scale, a scale-bar shall be shown.	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		Not all STAR charts are to scale because of chart size and required coverage.
Chapter 10 Reference **10.3.4** **Standard**	10.3.4 When the chart is not drawn to scale, the annotation “NOT TO SCALE” shall be shown and the symbol for scale break shall be used on tracks and other aspects of the chart which are too large to be drawn to scale.	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		
Chapter 10 Reference **10.4.1** **Recommendation**	**10.4 Projection** 10.4.1 **Recommendation.—** *A conformal projection on which a straight line approximates a great circle should be used.*	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		

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Chapter 10 Reference **10.4.2** **Recommendation**	10.4.2 **Recommendation.—** *When the chart is drawn to scale, parallels and meridians should be shown at suitable intervals.*	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		Depicted as per 10.4.3.
Chapter 10 Reference **10.4.3** **Standard**	10.4.3 Graduation marks shall be placed at consistent intervals along the neat lines.	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		
Chapter 10 Reference **10.5** **Standard**	**10.5 Identification** The chart shall be identified by the name of the city or town or area which the aerodrome serves, the name of the aerodrome, and the identification of the standard arrival route(s) — instrument as established in accordance with the *Procedures for Air Navigation Services* — Aircraft Operations (PANS-OPS, Doc 8168), Volume II, Part I, Section 4, Chapter 2. *Note.— The identification of the standard arrival route(s) — instrument is provided by the procedures specialist.*	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		
Chapter 10 Reference **10.6.1** **Standard**	**10.6 Culture and topography** 10.6.1 Where the chart is drawn to scale, generalized shore lines of all open water areas, large lakes and rivers shall be shown except where they conflict with data more applicable to the function of the chart.	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		Shoreline is shown when chart size and coverage permit.

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Chapter 10 Reference **10.6.2** **Recommendation**	10.6.2 **Recommendation.—** *To improve situational awareness in areas where significant relief exists, the chart should be drawn to scale and all relief exceeding 300 m (1 000 ft) above the aerodrome elevation should be shown by smoothed contour lines, contour values and layer tints printed in brown. Appropriate spot elevations, including the highest elevation within each top contour line, should be shown printed in black. Obstacles should also be shown.* *Note 1.— The next higher suitable contour line appearing on base topographic maps exceeding 300 m (1 000 ft) above the aerodrome elevation may be selected to start layer tinting.* *Note 2.— An appropriate brown colour, on which half-tone layer tinting is to be based, is specified in Appendix 3 — Colour Guide for contours and topographic features.* *Note 3.— Appropriate spot elevations and obstacles are those provided by the procedures specialist.*	CAR 175.103(b)(4); NZ STAR chart series.	Less protective or partially implemented or not implemented	Relief is not depicted on STAR charts.	
Chapter 10 Reference **10.7** **Standard**	**10.7 Magnetic variation** Magnetic variation used in determining the magnetic bearings, tracks and radials shall be shown to the nearest degree.	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		

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Chapter 10 Reference **10.8.1** **Standard**	**10.8 Bearings, tracks and radials** 10.8.1 Bearings, tracks and radials shall be magnetic, except as provided for in 10.8.2. Where bearings and tracks are additionally provided as true values for RNAV segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g. 290° (294.9°T). *Note.— A note to this effect may be included on the chart.*	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		True values not used.
Chapter 10 Reference **10.8.2** **Recommendation**	10.8.2 **Recommendation.—** *In areas of high latitude, where it is determined by the appropriate authority that reference to Magnetic North is impractical, another suitable reference, i.e. True North or Grid North, should be used.*		Not Applicable		
Chapter 10 Reference **10.8.3** **Standard**	10.8.3 Where bearings, tracks or radials are given with reference to True North or Grid North, this shall be clearly indicated. When Grid North is used, its reference grid meridian shall be identified.		Not Applicable		
Chapter 10 Reference **10.9.1.1** **Standard**	**10.9 Aeronautical data** 10.9.1 Aerodromes 10.9.1.1 The aerodrome of landing shall be shown by the runway pattern.	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		

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Chapter 10 Reference **10.9.1.2** **Standard**	10.9.1.2 All aerodromes which affect the designated standard arrival route — instrument shall be shown and identified. Where appropriate, the aerodrome runway patterns shall be shown.	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		
Chapter 10 Reference **10.9.2** **Standard**	10.9.2 Prohibited, restricted and danger areas Prohibited, restricted and danger areas which may affect the execution of the procedures shall be shown with their identification and vertical limits.	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		
Chapter 10 Reference **10.9.3.1** **Standard**	10.9.3 Minimum sector altitude 10.9.3.1 The established minimum sector altitude shall be shown with a clear indication of the sector to which it applies.	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		

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Chapter 10 Reference **10.9.3.2** **Standard**	10.9.3.2 Where the minimum sector altitude has not been established, the chart shall be drawn to scale and area minimum altitudes shall be shown within quadrilaterals formed by the parallels and meridians. Area minimum altitudes shall also be shown in those parts of the chart not covered by the minimum sector altitude. *Note 1.— Quadrilaterals formed by the parallels and meridians normally correspond to the half degree of latitude and longitude. Regardless of the chart scale being used, the area minimum altitude relates to the consequent quadrilateral.* *Note 2.— Refer to the* Procedures for Air Navigation — Aircraft Operations *(PANS OPS, Doc 8168), Volume II, Part I, Section 2, Chapter 1, 1.8, for method for determination of area minimum altitude.*		Not Applicable		Minimum sector altitudes are shown.
Chapter 10 Reference **10.9.4.1** **Standard**	10.9.4 Air traffic services system 10.9.4.1 The components of the established relevant air traffic services system shall be shown.	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		

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Chapter 10 Reference **10.9.4.1.1** **Standard**	10.9.4.1.1 The components shall comprise the following: a) a graphic portrayal of each standard arrival route — instrument, including: 1) route designator; 2) significant points defining the route; 3) track or radial to the nearest degree along each segment of the route; 4) distances to the nearest kilometre or nautical mile between significant points; 5) minimum obstacle clearance altitudes, along the route or route segments and altitudes required by the procedure to the nearest higher 50 m or 100 ft and flight level restrictions where established; 6) where the chart is drawn to scale and vectoring on arrival is provided, established minimum vectoring altitudes to the nearest higher 50 m or 100 ft, clearly identified; *Note 1.— Where ATS surveillance systems are used to vector aircraft to or from significant points on a published standard arrival route or to issue clearance for descent below the minimum sector altitude during arrival, the relevant procedures may be shown on the Standard Arrival Chart — Instrument (STAR) — ICAO unless excessive chart clutter will result.* *Note 2.— Where excessive chart clutter will result, an ATC Surveillance Minimum Altitude Chart — ICAO may be provided (see Chapter 21), in*	CAR 175.103(b)(4); NZ STAR chart series.	Less protective or partially implemented or not implemented	Item 2)e): DME antenna elevation is not shown.	

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	which case the elements indicated by 10.9.4.1.1, a) 6), need not be duplicated on the Standard Arrival Chart — Instrument (STAR) — ICAO. b) the radio navigation aid(s) associated with the route(s) including: 1) plain language name; 2) identification; 3) frequency; 4) geographical coordinates in degrees, minutes and seconds; 5) for DME, the channel and the elevation of the transmitting antenna of the DME to the nearest 30 m (100 ft); c) the name-codes of the significant points not marked by the position of a radio navigation aid, their geographical coordinates in degrees, minutes and seconds and the bearing to the nearest tenth of a degree and distance to the nearest two-tenths of a kilometre (tenth of a nautical mile) from the reference radio navigation aid; d) applicable holding patterns; e) transition altitude/height to the nearest higher 300 m or 1 000 ft; f) area speed restrictions, where established; g) the designation of the navigation specification(s) including any limitations, where established; h) all compulsory and “on-request” reporting points;				

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	i) radio communication procedures, including: 1) call sign(s) of ATS unit(s); 2) frequency and, if applicable, SATVOICE number; 3) transponder setting, where appropriate; j) an indication of "flyover" significant waypoints; and k) for arrival procedures to an instrument approach designed specifically for helicopters, the term "CAT H" shall be depicted in the arrival chart plan view.				
Chapter 10 Reference **10.9.4.2** **Recommendation**	10.9.4.2 **Recommendation.—** *A textual description of standard arrival route(s) — instrument (STAR) and relevant communication failure procedures should be provided and should, whenever feasible, be shown on the chart or on the same page which contains the chart.*	CAR 175.103(b)(4); NZ STAR chart series.	No Difference		Comms failure procedures are not shown on STAR charts (space considerations); these are located in AIPNZ ENR 1.15.
Chapter 10 Reference **10.9.4.3** **Standard**	10.9.4.3 Aeronautical database requirements Appropriate data to support navigation database coding shall be published in accordance with the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, Part III, Section 5, Chapter 2, 2.2, on the verso of the chart or as a separate, properly referenced sheet. *Note.— Appropriate data are those provided by the procedures specialist.*	CAR 175.103(b)(4); NZ STAR chart series.	Less protective or partially implemented or not implemented	Not provided.	

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Chapter 11 Reference **11.1** **Standard**	**CHAPTER 11. INSTRUMENT APPROACH CHART — ICAO** **11.1 Function** This chart shall provide flight crews with information which will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and, where applicable, associated holding patterns. *Note.— Detailed criteria for the establishment of instrument approach procedures and the resolutions of associated altitudes/heights are contained in the* Procedures for Air Navigation Services — Aircraft Operations *(PANS-OPS, Doc 8168).*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.2.1** **Standard**	**11.2 Availability** 11.2.1 Instrument Approach Charts — ICAO shall be made available for all aerodromes used by international civil aviation where instrument approach procedures have been established by the State concerned.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.2.2** **Standard**	11.2.2 A separate Instrument Approach Chart — ICAO shall normally be provided for each precision approach procedure established by the State.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		

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Chapter 11 Reference **11.2.3** **Standard**	11.2.3 A separate Instrument Approach Chart — ICAO shall normally be provided for each non-precision approach procedure established by the State. *Note.— A single precision or non-precision approach procedure chart may be provided to portray more than one approach procedure when the procedures for the intermediate approach, final approach and missed approach segments are identical.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.2.4** **Standard**	11.2.4 When the values for track, time or altitude differ between categories of aircraft on other than the final approach segment of the instrument approach procedures and the listing of these differences on a single chart could cause clutter or confusion, more than one chart shall be provided. *Note.— For categories of aircraft, see* Procedures for Air Navigation Services — Aircraft Operations *(PANS-OPS, Doc 8168), Volume II, Part I, Section 4, Chapter 9.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.2.5** **Standard**	11.2.5 Instrument Approach Charts — ICAO shall be revised whenever information essential to safe operation becomes out of date.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.3.1** **Standard**	**11.3 Coverage and scale** 11.3.1 The coverage of the chart shall be sufficient to include all segments of the instrument approach procedure and such additional areas as may be necessary for the type of approach intended.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		

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Chapter 11 Reference **11.3.2** **Standard**	11.3.2 The scale selected shall ensure optimum legibility consistent with: a) the procedure shown on the chart; b) sheet size.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.3.3** **Standard**	11.3.3 A scale indication shall be given.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.3.3.1** **Standard**	11.3.3.1 Except where this is not practicable, a distance circle with a radius of 20 km (10 NM) centred on a DME located on or close to the aerodrome, or on the aerodrome reference point where no suitable DME is available, shall be shown; its radius shall be indicated on the circumference.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.3.3.2** **Recommendation**	11.3.3.2 **Recommendation.—** *A distance scale should be shown directly below the profile.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.4.0.1** **Recommendation**	**11.4 Format** **Recommendation.—** *The sheet size should be 210× 148 mm (8.27 × 5.82 in).*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		

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Chapter 11 Reference **11.5.1** **Standard**	**11.5 Projection** 11.5.1 A conformal projection on which a straight line approximates a great circle shall be used.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.5.2** **Recommendation**	11.5.2 **Recommendation.—** *Graduation marks should be placed at consistent intervals along the neat lines.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.6** **Standard**	**11.6 Identification** The chart shall be identified by the name of the city or town or area which the aerodrome serves, the name of the aerodrome and the identification of the instrument approach procedure as established in accordance with the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, Part I, Section 4, Chapter 9. *Note.— The identification of the instrument approach procedure is provided by the procedures specialist*.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		

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Chapter 11 Reference **11.7.1** **Standard**	**11.7 Culture and topography** 11.7.1 Culture and topographic information pertinent to the safe execution of the instrument approach procedure, including the missed approach procedure, associated holding procedures and visual manoeuvring (circling) procedure when established, shall be shown. Topographic information shall be named, only when necessary, to facilitate the understanding of such information, and the minimum shall be a delineation of land masses and significant lakes and rivers.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.7.2** **Standard**	11.7.2 Relief shall be shown in a manner best suited to the particular elevation characteristics of the area. In areas where relief exceeds 1 200 m (4 000 ft) above the aerodrome elevation within the coverage of the chart or 600 m (2 000 ft) within 11 km (6 NM) of the aerodrome reference point or when final approach or missed approach procedure gradient is steeper than optimal due to terrain, all relief exceeding 150 m (500 ft) above the aerodrome elevation shall be shown by smoothed contour lines, contour values and layer tints printed in brown. Appropriate spot elevations, including the highest elevation within each top contour line, shall also be shown printed in black. *Note 1.— The next higher suitable contour line appearing on base topographic maps exceeding 150 m (500 ft) above the aerodrome elevation may be selected to start layer tinting.* *Note 2.— An appropriate brown colour, on which half-tone layer tinting is to be based, is specified in Appendix 3 — Colour Guide for contours and topographic features.* *Note 3.— Appropriate spot elevations are those provided by the procedures specialist.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	Less protective or partially implemented or not implemented	Relief (other than spot heights) is not currently shown on Instrument Approach Charts.	

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Chapter 11 Reference **11.7.3** **Recommendation**	11.7.3 **Recommendation.—** *In areas where relief is lower than specified in 11.7.2, all relief exceeding 150 m (500 ft) above the aerodrome elevation should be shown by smoothed contour lines, contour values and layer tints printed in brown. Appropriate spot elevations, including the highest elevation within each top contour line, should also be shown printed in black.* *Note 1.— The next higher suitable contour line appearing on base topographic maps exceeding 150 m (500 ft) above the aerodrome elevation may be selected to start layer tinting.* *Note 2.— An appropriate brown colour, on which half-tone layer tinting is to be based, is specified in Appendix 3 — Colour Guide for contours and topographic features.* *Note 3.— Appropriate spot elevations are those provided by the procedures specialist.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	Less protective or partially implemented or not implemented	Relief (other than spot heights) is not currently shown on Instrument Approach Charts.	
Chapter 11 Reference **11.8.1** **Recommendation**	**11.8 Magnetic variation** 11.8.1 **Recommendation.—** *The magnetic variation should be shown.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.8.2** **Standard**	11.8.2 When shown, the value of the variation, indicated to the nearest degree, shall agree with that used in determining magnetic bearings, tracks and radials.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		

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Chapter 11 Reference **11.9.1** **Standard**	**11.9 Bearings, tracks and radials** 11.9.1 Bearings, tracks and radials shall be magnetic, except as provided for in 11.9.2. Where bearings and tracks are additionally provided as true values for RNAV segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g. 290° (294.9°T). *Note.— A note to this effect may be included on the chart.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		True values not used.
Chapter 11 Reference **11.9.2** **Recommendation**	11.9.2 **Recommendation.—** *In areas of high latitude, where it is determined by the appropriate authority that reference to Magnetic North is impractical, another suitable reference, i.e. True North or Grid North, should be used.*		Not Applicable		
Chapter 11 Reference **11.9.3** **Standard**	11.9.3 Where bearings, tracks or radials are given with reference to True North or Grid North, this shall be clearly indicated. When Grid North is used, its reference grid meridian shall be identified.		Not Applicable		
Chapter 11 Reference **11.10.1.1** **Standard**	**11.10 Aeronautical data** 11.10.1 Aerodromes 11.10.1.1 All aerodromes which show a distinctive pattern from the air shall be shown by the appropriate symbol. Abandoned aerodromes shall be identified as abandoned.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		

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Chapter 11 Reference **11.10.1.2** **Standard**	11.10.1.2 The runway pattern, at a scale sufficiently large to show it clearly, shall be shown for: a) the aerodrome on which the procedure is based; b) aerodromes affecting the traffic pattern or so situated as to be likely, under adverse weather conditions, to be mistaken for the aerodrome of intended landing.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.10.1.3** **Standard**	11.10.1.3 The aerodrome elevation shall be shown to the nearest metre or foot in a prominent position on the chart.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.10.1.4** **Standard**	11.10.1.4 The threshold elevation or, where applicable, the highest elevation of the touchdown zone shall be shown to the nearest metre or foot.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.10.2.1** **Standard**	11.10.2 Obstacles 11.10.2.1 Obstacles shall be shown on the plan view of the chart. *Note.— Appropriate obstacles are those provided by the procedures specialist.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		

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Chapter 11 Reference **11.10.2.2** **Recommendation**	11.10.2.2 **Recommendation.—** *If one or more obstacles are the determining factor of an obstacle clearance altitude/height, those obstacles should be identified.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.10.2.3** **Standard**	11.10.2.3 The elevation of the top of obstacles shall be shown to the nearest (next higher) metre or foot.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.10.2.4** **Recommendation**	11.10.2.4 **Recommendation.—** *The heights of obstacles above a datum other than mean sea level (see 11.10.2.3) should be shown. When shown, they should be given in parentheses on the chart.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		All obstacle heights are AMSL.
Chapter 11 Reference **11.10.2.5** **Standard**	11.10.2.5 When the heights of obstacles above a datum other than mean sea level are shown, the datum shall be the aerodrome elevation except that, at aerodromes having an instrument runway (or runways) with a threshold elevation more than 2 m (7 ft) below the aerodrome elevation, the chart datum shall be the threshold elevation of the runway to which the instrument approach is related.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		All obstacle heights are AMSL.
Chapter 11 Reference **11.10.2.6** **Standard**	11.10.2.6 Where a datum other than mean sea level is used, it shall be stated in a prominent position on the chart.		Not Applicable		

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Chapter 11 Reference **11.10.2.7** **Standard**	11.10.2.7 Where an obstacle free zone has not been established for a precision approach runway Category I, this shall be indicated.		Not Applicable		
Chapter 11 Reference **11.10.2.8** **Standard**	11.10.2.8 Obstacles that penetrate the visual segment surface (VSS) shall be identified on the chart. *Note.— Guidance on the charting of VSS penetrations can be found in the* Aeronautical Chart Manual *(Doc 8697).*	CAR Part 175.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 11 Reference **11.10.3** **Standard**	11.10.3 Prohibited, restricted and danger areas Prohibited areas, restricted areas, and danger areas which may affect the execution of the procedures shall be shown with their identification and vertical limits.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.10.4.1** **Standard**	11.10.4 Radio communication facilities and navigation aids 11.10.4.1 Radio navigation aids required for the procedures together with their frequencies, identifications and track-defining characteristics, if any, shall be shown. In the case of a procedure in which more than one station is located on the final approach track, the facility to be used for track guidance for final approach shall be clearly identified. In addition, consideration shall be given to the elimination from the approach chart of those facilities that are not used by the procedure.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		

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Chapter 11 Reference **11.10.4.2** **Standard**	11.10.4.2 The initial approach fix (IAF), the intermediate approach fix (IF), the final approach fix (FAF) (or final approach point (FAP) for an ILS approach procedure), the missed approach point (MAPt), where established, and other essential fixes or points comprising the procedure shall be shown and identified.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.10.4.3** **Recommendation**	11.10.4.3 **Recommendation.—** *The final approach fix (or final approach point for an ILS approach procedure) should be identified with its geographical coordinates in degrees, minutes and seconds.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	Less protective or partially implemented or not implemented	Geographical co-ordinates are not shown for the final approach fix.	
Chapter 11 Reference **11.10.4.4** **Standard**	11.10.4.4 Radio navigation aids that might be used in diversionary procedures together with their track-defining characteristics, if any, shall be shown or indicated on the chart.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.10.4.5** **Standard**	11.10.4.5 Radio communication frequencies, including call signs, that are required for the execution of the procedures shall be shown.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.10.4.6** **Standard**	11.10.4.6 When required by the procedures, the distance to the aerodrome from each radio navigation aid concerned with the final approach shall be shown to the nearest kilometre or nautical mile. When no track-defining aid indicates the bearing of the aerodrome, the bearing shall also be shown to the nearest degree.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		

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Chapter 11 Reference **11.10.5** **Standard**	11.10.5 Minimum sector altitude or terminal arrival altitude The minimum sector altitude or terminal arrival altitude established by the competent authority shall be shown, with a clear indication of the sector to which it applies.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		

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Chapter 11 Reference **11.10.6.1** **Standard**	11.10.6 Portrayal of procedure tracks 11.10.6.1 The plan view shall show the following information in the manner indicated: a) the approach procedure track by an arrowed continuous line indicating the direction of flight; b) the missed approach procedure track by an arrowed broken line; c) any additional procedure track, other than those specified in a) and b), by an arrowed dotted line; d) bearings, tracks, radials to the nearest degree and distances to the nearest two-tenths of a kilometre or tenth of a nautical mile or times required for the procedure; e) where no track-defining aid is available, the magnetic bearing to the nearest degree to the aerodrome from the radio navigation aids concerned with the final approach; f) the boundaries of any sector in which visual manoeuvring (circling) is prohibited; g) where specified, the holding pattern and minimum holding altitude/height associated with the approach and missed approach; h) caution notes where required, prominently displayed on the face of the chart; i) an indication of “flyover” significant points.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		

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Chapter 11 Reference **11.10.6.2** **Recommendation**	11.10.6.2 **Recommendation.—** *The plan view should show the distance to the aerodrome from each radio navigation aid concerned with the final approach.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	Different in character or other means of compliance	Where distance is not shown on plan view, it is either shown or can be determined from the mileage scale below the profile view.	

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Chapter 11 Reference **11.10.6.3** **Standard**	11.10.6.3 A profile shall be provided normally below the plan view showing the following data: a) the aerodrome by a solid block at aerodrome elevation; b) the profile of the approach procedure segments by an arrowed continuous line indicating the direction of flight; c) the profile of the missed approach procedure segment by an arrowed broken line and a description of the procedure; d) the profile of any additional procedure segment, other than those specified in b) and c), by an arrowed dotted line; e) bearings, tracks, radials to the nearest degree and distances to the nearest two-tenths of a kilometre or tenth of a nautical mile or times required for the procedure; f) altitudes/heights required by the procedures, including transition altitude, procedure altitudes/heights and heliport crossing height (HCH), where established; g) limiting distance to the nearest kilometre or nautical mile on procedure turn, when specified; h) the intermediate approach fix or point, on procedures where no course reversal is authorized; i) a line representing the aerodrome elevation or threshold elevation, as appropriate, extended across the width of the chart including a distance scale with its origin at the runway threshold.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		Note: transition altitude not applicable to Instrument Approach Charts.

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Chapter 11 Reference **11.10.6.4** **Recommendation**	11.10.6.4 **Recommendation.—** *Heights required by procedures should be shown in parentheses, using the height datum selected in accordance with 11.10.2.5.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.10.6.5** **Recommendation**	11.10.6.5 **Recommendation.—** *The profile view should include a ground profile or a minimum altitude/height portrayal as follows:* *a) a ground profile shown by a solid line depicting the highest elevations of the relief occurring within the primary area of the final approach segment. The highest elevations of the relief occurring in the secondary areas of the final approach segment shown by a dashed line; or* *b) minimum altitudes/heights in the intermediate and final approach segments indicated within bounded shaded blocks.* *Note 1.— For the ground profile portrayal, actual templates of the primary and secondary areas of the final approach segment are provided to the cartographer by the procedures specialist.* *Note 2.— The minimum altitude/height portrayal is intended for use on charts depicting non-precision approaches with a final approach fix.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		Option b) is being introduced progressively as charts are replaced.

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Chapter 11 Reference **11.10.7.1** **Standard**	11.10.7 Aerodrome operating minima 11.10.7.1 Aerodrome operating minima when established by the State shall be shown.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.10.7.2** **Standard**	11.10.7.2 The obstacle clearance altitudes/heights for the aircraft categories for which the procedure is designed shall be shown; for precision approach procedures, additional OCA/H for Cat DL aircraft (wing span between 65 m and 80 m and/or vertical distance between the flight path of the wheels and the glide path antenna between 7 m and 8 m) shall be published, when necessary.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		Applies only to NZAA CAT II/CAT III approach.
Chapter 11 Reference **11.10.8.1** **Standard**	11.10.8 Supplementary information 11.10.8.1 When the missed approach point is defined by: — a distance from the final approach fix, or — a facility or a fix and the corresponding distance from the final approach fix, the distance to the nearest two-tenths of a kilometre or tenth of a nautical mile and a table showing ground speeds and times from the final approach fix to the missed approach point shall be shown.		Not Applicable		
Chapter 11 Reference **11.10.8.2** **Standard**	11.10.8.2 When DME is required for use in the final approach segment, a table showing altitudes/heights for each 2 km or 1 NM, as appropriate, shall be shown. The table shall not include distances which would correspond to altitudes/heights below the OCA/H.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		

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Chapter 11 Reference **11.10.8.3** **Recommendation**	11.10.8.3 **Recommendation.—** *For procedures in which DME is not required for use in the final approach segment but where a suitably located DME is available to provide advisory descent profile information, a table showing the altitudes/heights should be included.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.10.8.4** **Recommendation**	11.10.8.4 **Recommendation.—** *A rate of descent table should be shown.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	Less protective or partially implemented or not implemented	Rate of descent tables are not shown.	
Chapter 11 Reference **11.10.8.5** **Standard**	11.10.8.5 For non-precision approach procedures with a final approach fix, the final approach descent gradient to the nearest one-tenth of a per cent and, in parentheses, descent angle to the nearest one-tenth of a degree shall be shown.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	Different in character or other means of compliance	Descent angles are shown only in degrees and tenths.	
Chapter 11 Reference **11.10.8.6** **Standard**	11.10.8.6 For precision approach procedures and approach procedures with vertical guidance, the reference datum height to the nearest half metre or foot and the glide path/elevation/vertical path angle to the nearest one-tenth of a degree shall be shown.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		
Chapter 11 Reference **11.10.8.7** **Standard**	11.10.8.7 When a final approach fix is specified at the final approach point for ILS, a clear indication shall be given whether it applies to the ILS, the associated ILS localizer only procedure, or both. In the case of MLS, a clear indication shall be given when an FAF has been specified at the final approach point.	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	No Difference		MLS reference not applicable.

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Chapter 11 Reference **11.10.8.8** **Standard**	11.10.8.8 If the final approach descent gradient/angle for any type of instrument approach procedure exceeds the maximum value specified in the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, a cautionary note shall be included.		Not Applicable		
Chapter 11 Reference **11.10.9** **Standard**	11.10.9 Aeronautical database requirements Appropriate data to support navigation database coding shall be published in accordance with the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, Part III, Section 5, Chapter 2, 2.3, for RNAV procedures and Volume II, Part I, Section 4, Chapter 9, 9.4.1.3, for non-RNAV procedures, on the verso of the chart or as a separate, properly referenced sheet. *Note.— Appropriate data are those provided by the procedures specialist.*	CAR 175.103(b)(4); AIPNZ Instrument Approach Chart series.	Less protective or partially implemented or not implemented	Not provided.	

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Chapter 12 Reference **12.1** **Standard**	**CHAPTER 12. VISUAL APPROACH CHART — ICAO** **12.1 Function** This chart shall provide flight crews with information which will enable them to transit from the en-route/descent to approach phases of flight to the runway of intended landing by means of visual reference.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.2** **Standard**	**12.2 Availability** The Visual Approach Chart — ICAO shall be made available in the manner prescribed in 1.3.2 for all aerodromes used by international civil aviation where: a) only limited navigation facilities are available; or b) radio communication facilities are not available; or c) no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or d) visual approach procedures have been established.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		Visual Arrivals charts (NZCH) and Visual RNAV Arrival (NZAA and NZWN) charts published.

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Chapter 12 Reference **12.3.1** **Standard**	**12.3 Scale** 12.3.1 The scale shall be sufficiently large to permit depiction of significant features and indication of the aerodrome layout.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.3.2** **Recommendation**	12.3.2 **Recommendation.—** *The scale should not be smaller than 1:500 000.* *Note.— A scale of 1:250 000 or 1:200 000 is preferred.*	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.3.3** **Recommendation**	12.3.3 **Recommendation.—** *When an Instrument Approach Chart is available for a given aerodrome, the Visual Approach Chart should be drawn to the same scale.*	CAR 175.103(b)(4); AIPNZ Approach Chart series.	Less protective or partially implemented or not implemented	The scale is varied according to the surface features required to be shown.	
Chapter 12 Reference **12.4.0.1** **Recommendation**	**12.4 Format** **Recommendation.—** *The sheet size should be 210 × 148 mm (8.27 × 5.82 in).* *Note.— It would be advantageous to print the charts in several colours, selected to provide maximum legibility in varying degrees and kinds of light.*	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		

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Chapter 12 Reference **12.5.1** **Standard**	**12.5 Projection** 12.5.1 A conformal projection on which a straight line approximates a great circle shall be used.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.5.2** **Recommendation**	12.5.2 **Recommendation.—** *Graduation marks should be placed at consistent intervals along the neat lines.*	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.6** **Standard**	**12.6 Identification** The chart shall be identified by the name of the city or town which the aerodrome serves and the name of the aerodrome.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.7.1** **Standard**	**12.7 Culture and topography** 12.7.1 Natural and cultural landmarks shall be shown (e.g. bluffs, cliffs, sand dunes, cities, towns, roads, railroads, isolated lighthouses).	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		Depiction limited to relevant features.
Chapter 12 Reference **12.7.1.1** **Recommendation**	12.7.1.1 **Recommendation.—** *Geographical place names should be included only when they are required to avoid confusion or ambiguity.*	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		

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Chapter 12 Reference **12.7.2** **Standard**	12.7.2 Shore lines, lakes, rivers and streams shall be shown.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.7.3** **Standard**	12.7.3 Relief shall be shown in a manner best suited to the particular elevation and obstacle characteristics of the area covered by the chart.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.7.4** **Recommendation**	12.7.4 **Recommendation.—** *When shown, spot elevations should be carefully selected.* *Note.— The value of certain spot elevations/heights in relation to both mean sea level and aerodrome elevation may be given.*	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.7.5** **Standard**	12.7.5 The figures relating to different reference levels shall be clearly differentiated in their presentation.		Not Applicable		
Chapter 12 Reference **12.8** **Standard**	**12.8 Magnetic variation** The magnetic variation shall be shown.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		

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Chapter 12 Reference **12.9.1** **Standard**	**12.9 Bearings, tracks and radials** 12.9.1 Bearings, tracks and radials shall be magnetic except as provided for in 12.9.2.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.9.2** **Recommendation**	12.9.2 **Recommendation.—** *In areas of high latitude, where it is determined by the appropriate authority that reference to Magnetic North is impractical, another suitable reference, i.e. True North or Grid North, should be used.*		Not Applicable		
Chapter 12 Reference **12.9.3** **Standard**	12.9.3 Where bearings, tracks or radials are given with reference to True North or Grid North, this shall be clearly indicated. When Grid North is used, its reference grid meridian shall be identified.		Not Applicable		
Chapter 12 Reference **12.10.1.1** **Standard**	**12.10 Aeronautical data** 12.10.1 Aerodromes 12.10.1.1 All aerodromes shall be shown by the runway pattern. Restrictions on the use of any landing direction shall be indicated. Where there is any risk of confusion between two neighbouring aerodromes, this shall be indicated. Abandoned aerodromes shall be identified as abandoned.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		

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Chapter 12 Reference **12.10.1.2** **Standard**	12.10.1.2 The aerodrome elevation shall be shown in a prominent position on the chart.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.10.2.1** **Standard**	12.10.2 Obstacles 12.10.2.1 Obstacles shall be shown and identified.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.10.2.2** **Standard**	12.10.2.2 The elevation of the top of obstacles shall be shown to the nearest (next higher) metre or foot.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.10.2.3** **Recommendation**	12.10.2.3 **Recommendation.—** *The heights of obstacles above the aerodrome elevation should be shown.*	CAR 175.103(b)(4); AIPNZ Approach Chart series.	Less protective or partially implemented or not implemented	Only elevations are shown.	
Chapter 12 Reference **12.10.2.3.1** **Standard**	12.10.2.3.1 When the heights of obstacles are shown, the height datum shall be stated in a prominent position on the chart and the heights shall be given in parentheses on the chart.		Not Applicable		

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Chapter 12 Reference **12.10.3** **Standard**	12.10.3 Prohibited, restricted and danger areas Prohibited areas, restricted areas, and danger areas shall be depicted with their identification and vertical limits.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.10.4** **Standard**	12.10.4 Designated airspace Where applicable, control zones and aerodrome traffic zones shall be depicted with their vertical limits and the appropriate class of airspace.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.10.5.1** **Standard**	12.10.5 Visual approach information 12.10.5.1 Visual approach procedures shall be shown where applicable.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.10.5.2** **Standard**	12.10.5.2 Visual aids for navigation shall be shown as appropriate.		Not Applicable		

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Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 12 Reference **12.10.5.3** **Standard**	12.10.5.3 Location and type of the visual approach slope indicator systems with their nominal approach slope angle(s), minimum eye height(s) over the threshold of the on-slope signal(s), and where the axis of the system is not parallel to the runway centre line, the angle and direction of displacement, i.e. left or right, shall be shown.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		Details are in the Operational Data pages associated with the Aerodrome charts.
Chapter 12 Reference **12.10.6.1** **Standard**	12.10.6 Supplementary information 12.10.6.1 Radio navigation aids together with their frequencies and identifications shall be shown as appropriate.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		
Chapter 12 Reference **12.10.6.2** **Standard**	12.10.6.2 Radio communication facilities with their frequencies shall be shown as appropriate.	CAR 175.103(b)(4); AIPNZ Approach Chart series.	No Difference		

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Chapter 13 Reference **13.1** **Standard**	**CHAPTER 13.** **AERODROME/HELIPORT CHART — ICAO** **13.1 Function** This chart shall provide flight crews with information which will facilitate the ground movement of aircraft: a) from the aircraft stand to the runway; and b) from the runway to the aircraft stand; and helicopter movement: a) from the helicopter stand to the touchdown and lift-off area and to the final approach and take-off area; b) from the final approach and take-off area to the touchdown and lift-off area and to the helicopter stand; c) along helicopter ground and air taxiways; and d) along air transit routes; it shall also provide essential operational information at the aerodrome/heliport.	CAR 175.103(b)(4); AIPNZ Aerodrome Chart series.	No Difference		Note: heliport charts not applicable. There are no heliports in New Zealand that are used for international civil aviation.

Report on entire Annex

Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 13 Reference **13.2.1** **Standard**	**13.2 Availability** 13.2.1 The Aerodrome/Heliport Chart — ICAO shall be made available in the manner prescribed in 1.3.2 for all aerodromes/heliports regularly used by international civil aviation.	CAR 175.103(b)(4); AIPNZ Aerodrome Chart series.	No Difference		
Chapter 13 Reference **13.2.2** **Recommendation**	13.2.2 **Recommendation.—** *The Aerodrome/Heliport Chart — ICAO should be made available also, in the manner prescribed in 1.3.2, for all other aerodromes/heliports available for use by international civil aviation.* *Note.— Under certain conditions, an Aerodrome Ground Movement Chart — ICAO and an Aircraft Parking/Docking Chart — ICAO may have to be provided (see Chapters 14 and 15); in which case, the elements portrayed on these supplementary charts need not be duplicated on the Aerodrome/Heliport Chart — ICAO.*	CAR 175.103(b)(4); AIPNZ Aerodrome Chart series.	No Difference		
Chapter 13 Reference **13.3.1** **Standard**	**13.3 Coverage and scale** 13.3.1 The coverage and scale shall be sufficiently large to show clearly all the elements listed in 13.6.1.	CAR 175.103(b)(4); AIPNZ Aerodrome Chart series.	No Difference		
Chapter 13 Reference **13.3.2** **Standard**	13.3.2 A linear scale shall be shown.	CAR 175.103(b)(4); AIPNZ Aerodrome Chart series.	No Difference		

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Chapter 13 Reference **13.4** **Standard**	**13.4 Identification** The chart shall be identified by the name of the city or town or area which the aerodrome/heliport serves and the name of the aerodrome/heliport.	CAR 175.103(b)(4); AIPNZ Aerodrome Chart series.	No Difference		
Chapter 13 Reference **13.5** **Standard**	**13.5 Magnetic variation** True and Magnetic North arrows and magnetic variation to the nearest degree and annual change of the magnetic variation shall be shown.	CAR 175.103(b)(4); AIPNZ Aerodrome Chart series.	No Difference		Annual change is negligible and is not shown.

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Chapter 13 Reference **13.6.1** **Standard**	**13.6 Aerodrome/heliport data** 13.6.1 This chart shall show: a) geographical coordinates in degrees, minutes and seconds for the aerodrome/heliport reference point; b) elevations, to the nearest metre or foot, of the aerodrome/heliport and apron (altimeter checkpoint locations) where applicable; and for non-precision approaches, elevations and geoid undulations of runway thresholds and the geometric centre of the touchdown and lift-off area; c) elevations and geoid undulations, to the nearest half-metre or foot, of the precision approach runway threshold, the geometric centre of the touchdown and lift-off area, and at the highest elevation of the touchdown zone of a precision approach runway; d) all runways including those under construction with designation number, length and width to the nearest metre, bearing strength, displaced thresholds, stopways, clearways, runway directions to the nearest degree magnetic, type of surface and runway markings; *Note.— Bearing strengths may be shown in tabular form on the face or verso of the chart.* e) all aprons, with aircraft/helicopter stands, lighting, markings and other visual guidance and control aids, where applicable, including location and type of visual docking guidance systems, type of surface for heliports, and bearing strengths or aircraft type restrictions where the bearing strength is less than that of the associated runways; *Note.— Bearing strengths or aircraft type*	CAR 175.103(b)(4); AIPNZ Aerodrome Chart series.	No Difference		

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	restrictions may be shown in tabular form on the face or verso of the chart. f) geographical coordinates in degrees, minutes and seconds for thresholds, geometric centre of touchdown and lift-off area and/or thresholds of the final approach and take-off area (where appropriate); g) all taxiways, helicopter air and ground taxiways with type of surface, helicopter air transit routes, with designations, width, lighting, markings (including runway-holding positions and, where established, intermediate holding positions), stop bars, other visual guidance and control aids, and bearing strength or aircraft type restrictions where the bearing strength is less than that of the associated runways; *Note.— Bearing strengths or aircraft type restrictions may be shown in tabular form on the face or verso of the chart.* h) where established, hot spot locations with additional information properly annotated; *Note.— Additional information regarding hot spots may be shown in tabular form on the face or verso of the chart.* i) geographical coordinates in degrees, minutes, seconds and hundredths of seconds for appropriate taxiway centre line points and aircraft stands; j) where established, standard routes for taxiing aircraft with their designators; k) the boundaries of the air traffic control service;				

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	l) position of runway visual range (RVR) observation sites; m) approach and runway lighting; n) location and type of the visual approach slope indicator systems with their nominal approach slope angle(s), minimum eye height(s) over the threshold of the on-slope signal(s), and where the axis of the system is not parallel to the runway centre line, the angle and direction of the displacement, i.e. left or right; o) relevant communication facilities listed with their channels and, if applicable, logon address and SATVOICE number; p) obstacles to taxiing; q) aircraft servicing areas and buildings of operational significance; r) VOR checkpoint and radio frequency of the aid concerned; s) any part of the depicted movement area permanently unsuitable for aircraft, clearly identified as such.				

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Chapter 13 Reference **13.6.2** **Standard**	13.6.2 In addition to the items in 13.6.1 relating to heliports, the chart shall show: a) heliport type; *Note.— Heliport types are identified in Annex 14, Volume II, as surface-level, elevated or helideck.* b) touchdown and lift-off area including dimensions to the nearest metre, slope, type of surface and bearing strength in tonnes; c) final approach and take-off area including type, true bearing to the nearest degree, designation number (where appropriate), length and width to the nearest metre, slope and type of surface; d) safety area including length, width and type of surface; e) helicopter clearway including length and ground profile; f) obstacles including type and elevation of the top of the obstacles to the nearest (next higher) metre or foot; g) visual aids for approach procedures, marking and lighting of final approach and take-off area, and of touchdown and lift-off area; h) declared distances to the nearest metre for heliports, where relevant, including: 1) take-off distance available; 2) rejected take-off distance available; 3) landing distance available.		Not Applicable		

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Chapter 14 Reference **14.1** **Standard**	**CHAPTER 14. AERODROME GROUND MOVEMENT CHART — ICAO** **14.1 Function** This supplementary chart shall provide flight crews with detailed information to facilitate the ground movement of aircraft to and from the aircraft stands and the parking/docking of aircraft.	CAR 175.103(b)(4); AIPNZ Ground Movement Chart series.	No Difference		
Chapter 14 Reference **14.2.0.1** **Recommendation**	**14.2 Availability** **Recommendation.—** *The Aerodrome Ground Movement Chart — ICAO should be made available in the manner prescribed in 1.3.2 where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO.*	CAR 175.103(b)(4); AIPNZ Ground Movement Chart series.	No Difference		

Report on entire Annex

Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 14 Reference **14.3.1** **Standard**	**14.3 Coverage and scale** 14.3.1 The coverage and scale shall be sufficiently large to show clearly all the elements listed in 14.6.	CAR 175.103(b)(4); AIPNZ Ground Movement Chart series.	No Difference		
Chapter 14 Reference **14.3.2** **Recommendation**	14.3.2 **Recommendation.—** *A linear scale should be shown.*	CAR 175.103(b)(4); AIPNZ Ground Movement Chart series.	Less protective or partially implemented or not implemented	Linear scale not provided.	
Chapter 14 Reference **14.4** **Standard**	**14.4 Identification** The chart shall be identified by the name of the city or town or area which the aerodrome serves and the name of the aerodrome.	CAR 175.103(b)(4); AIPNZ Ground Movement Chart series.	No Difference		
Chapter 14 Reference **14.5.1** **Standard**	**14.5 Magnetic variation** 14.5.1 A True North arrow shall be shown.	CAR 175.103(b)(4); AIPNZ Ground Movement Chart series.	Less protective or partially implemented or not implemented	Ground Movement charts are normally oriented to the runway direction.	
Chapter 14 Reference **14.5.2** **Recommendation**	14.5.2 **Recommendation.—** *Magnetic variation to the nearest degree and its annual change should be shown.* *Note.— This chart need not be True North orientated.*	CAR 175.103(b)(4); AIPNZ Ground Movement Chart series.	Different in character or other means of compliance	Variation is shown on Aerodrome Charts if required; annual change is negligible and is not shown.	

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Chapter 14 Reference **14.6** **Standard**	**14.6 Aerodrome data** This chart shall show in a similar manner all the information on the Aerodrome/Heliport Chart — ICAO relevant to the area depicted, including: a) apron elevation to the nearest metre or foot; b) aprons with aircraft stands, bearing strengths or aircraft type restrictions, lighting, marking and other visual guidance and control aids, where applicable, including location and type of visual docking guidance systems; c) geographical coordinates in degrees, minutes, seconds and hundredths of seconds for aircraft stands; d) taxiways with designations, width to the nearest metre, bearing strength or aircraft type restrictions where applicable, lighting, markings (including runway-holding positions and, where established, intermediate holding positions), stop bars, and other visual guidance and control aids; e) where established, hot spot locations with additional information properly annotated; *Note.— Additional information regarding hot spots may be shown in tabular form on the face or verso of the chart.* f) where established, standard routes for taxiing aircraft, with their designators; g) geographical coordinates in degrees, minutes, seconds and hundredths of seconds for appropriate taxiway centre line points;	CAR 175.103(b)(4); AIPNZ Ground Movement Chart series.	No Difference		

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	h) the boundaries of the air traffic control service; i) relevant communication facilities listed with their channels and, if applicable, logon address; j) obstacles to taxiing; k) aircraft servicing areas and buildings of operational significance; l) VOR checkpoint and radio frequency of the aid concerned; m) any part of the depicted movement area permanently unsuitable for aircraft, clearly identified as such.				
Chapter 15 Reference **15.1** **Standard**	**CHAPTER 15. AIRCRAFT PARKING/DOCKING CHART — ICAO** **15.1 Function** This supplementary chart shall provide flight crews with detailed information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft.	CAR 175.103(b)(4); AIPNZ Ground Movement Chart and Visual Docking Chart series.	Different in character or other means of compliance	The functions of the Parking/Docking Chart - ICAO are fulfilled jointly by the Ground Movement Chart and Visual Docking Chart series. One of the Auckland (NZAA) Ground Movement Charts is entitled "Apron" and shows enhanced detail.	

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Chapter 15 Reference **15.2.0.1** **Recommendation**	**15.2 Availability** **Recommendation.—** *The Aircraft Parking/Docking Chart — ICAO should be made available in the manner prescribed in 1.3.2 where, due to the complexity of the terminal facilities, the information cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO or on the Aerodrome Ground Movement Chart — ICAO.*	CAR 175.103(b)(4); AIPNZ Ground Movement Chart and Visual Docking Chart series.	Different in character or other means of compliance	Function fulfilled jointly by the AIPNZ Ground Movement Chart and Visual Docking Chart series.	
Chapter 15 Reference **15.3.1** **Standard**	**15.3 Coverage and scale** 15.3.1 The coverage and scale shall be sufficiently large to show clearly all the elements listed in 15.6.	CAR 175.103(b)(4); AIPNZ Ground Movement Chart and Visual Docking Chart series.	No Difference		
Chapter 15 Reference **15.3.2** **Recommendation**	15.3.2 **Recommendation.—** *A linear scale should be shown.*	CAR 175.103(b)(4); AIPNZ Ground Movement Chart and Visual Docking Chart series.	Less protective or partially implemented or not implemented	Linear scale is not used.	
Chapter 15 Reference **15.4** **Standard**	**15.4 Identification** The chart shall be identified by the name of the city or town or area which the aerodrome serves and the name of the aerodrome.	CAR 175.103(b)(4); AIPNZ Ground Movement Chart and Visual Docking Chart series.	No Difference		

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Chapter 15 Reference **15.5.1** **Standard**	**15.5 Magnetic variation** 15.5.1 A True North arrow shall be shown.	CAR 175.103(b)(4); AIPNZ Ground Movement Chart and Visual Docking Chart series.	Less protective or partially implemented or not implemented	The charts are normally oriented to the runway direction.	
Chapter 15 Reference **15.5.2** **Recommendation**	15.5.2 **Recommendation.—** *Magnetic variation to the nearest degree and its annual change should be shown.* *Note.— This chart need not be True North orientated.*	CAR 175.103(b)(4); AIPNZ Ground Movement Chart and Visual Docking Chart series.	Different in character or other means of compliance	Variation is shown on Aerodrome Charts if required; annual change is negligible an is not shown.	

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Chapter 15 Reference **15.6** **Standard**	**15.6 Aerodrome data** This chart shall show in a similar manner all the information on the Aerodrome/Heliport Chart — ICAO and the Aerodrome Ground Movement Chart — ICAO relevant to the area depicted, including: a) apron elevation to the nearest metre or foot; b) aprons with aircraft stands, bearing strengths or aircraft type restrictions, lighting, marking and other visual guidance and control aids, where applicable, including location and type of visual docking guidance systems; c) geographical coordinates in degrees, minutes, seconds and hundredths of seconds for aircraft stands; d) taxiway entries with designations, including runway-holding positions and, where established, intermediate holding positions, and stop bars; e) where established, hot spot locations with additional information properly annotated; *Note.— Additional information regarding hot spots may be shown in tabular form on the face or verso of the chart.* f) geographical coordinates in degrees, minutes, seconds and hundredths of seconds for appropriate taxiway centre line points; g) the boundaries of the air traffic control service; h) relevant communication facilities listed with their channels and, if applicable, logon address; i) obstacles to taxiing;	CAR 175.103(b)(4); AIPNZ Ground Movement Chart and Visual Docking Chart series.	No Difference		Note: item f) not applicable.

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	j) aircraft servicing areas and buildings of operational significance; k) VOR checkpoint and radio frequency of the aid concerned; l) any part of the depicted movement area permanently unsuitable for aircraft, clearly identified as such.				

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Chapter 16 Reference **16.1** **Standard**	**CHAPTER 16. WORLD AERONAUTICAL CHART — ICAO 1:1 000 000** **16.1 Function** This chart shall provide information to satisfy the requirements of visual air navigation. *Note.— This chart may also serve:* *a) as a basic aeronautical chart:* *1) when highly specialized charts lacking visual information do not provide essential data;* *2) to provide complete world coverage at a constant scale with a uniform presentation of planimetric data;* *3) in the production of other charts required by international civil aviation;* *b) as a pre-flight planning chart.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		Visual Planning Charts are designated A1 - North Island (WAC 3474) and A2 - South Island (WAC 3553).

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Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 16 Reference **16.2.1** **Standard**	**16.2 Availability** 16.2.1 The World Aeronautical Chart — ICAO 1:1 000 000 shall be made available in the manner prescribed in 1.3.2 for all areas delineated in Appendix 5. *Note.— When operational or chart production considerations indicate that operational requirements can be effectively satisfied by Aeronautical Charts — ICAO 1:500 000 or Aeronautical Navigation Charts — ICAO Small Scale, either of these charts may be made available instead of the basic 1:1 000 000 chart.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.2.2** **Recommendation**	16.2.2 **Recommendation.—** *To ensure complete coverage of all land areas and adequate continuity in any one coordinated series, the selection of a scale of other than 1:1 000 000 should be determined by regional agreement.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.3.1** **Standard**	**16.3 Scales** 16.3.1 Linear scales for kilometres and nautical miles arranged in the following order: — kilometres, — nautical miles, with their zero points in the same vertical line shall be shown in the margin.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		

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Chapter 16 Reference **16.3.1.1** **Recommendation**	16.3.1.1 **Recommendation.—** *The length of the linear scales should represent at least 200 km (110 NM).*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.3.2** **Standard**	16.3.2 A conversion scale (metres/feet) shall be shown in the margin.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	A feet/metres conversion scale is provided in respect of equivalent elevation only (in the key to hypsometric tints).	All elevations on the charts are shown in feet.
Chapter 16 Reference **16.4.1** **Recommendation**	**16.4 Format** 16.4.1 **Recommendation.—** *The title and marginal notes should be in one of the working languages of ICAO.* *Note.— The language of the publishing country may be used in addition to the ICAO working language.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		English is used in all New Zealand Aeronautical Information.
Chapter 16 Reference **16.4.2** **Standard**	16.4.2 The information regarding the number of the adjoining sheets and the unit of measurement to express elevations shall be so located as to be clearly visible when the sheet is folded.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		

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Chapter 16 Reference **16.4.3** **Recommendation**	16.4.3 **Recommendation.—** *The method of folding should be as follows:* *Fold the chart on the long axis near the mid-parallel of latitude, face out, with the bottom part of the chart face upward. Fold inward near the meridian, and fold both halves backward in accordion folds.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	Chart folding is done in concertina fashion using 2 horizontal and 2 vertical folds (9 panels in total).	Adapted to the shape of the country.
Chapter 16 Reference **16.4.4** **Recommendation**	16.4.4 **Recommendation.—** *Whenever practicable, the sheet lines should conform with those shown in the index in Appendix 5.* *Note 1.— The area covered by a sheet may vary from the lines shown to satisfy particular requirements.* *Note 2.— The value of adopting identical sheet lines for ICAO 1:1 000 000 Charts and the corresponding sheet of the International Map of the World (IMW), provided aeronautical requirements are not compromised, is recognized.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.4.5** **Recommendation**	16.4.5 **Recommendation.—** *Overlaps should be provided by extending the chart area on the top and right side beyond the area given on the index. This overlap area should contain all aeronautical, topographical, hydrographical and cultural information. The overlap should extend up to 28 km (15 NM), if possible, but in any case from the limiting parallels and meridians of each chart to the neat line.*		Not Applicable		Chart coverage greater than requirement; overlap increased.

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Chapter 16 Reference **16.5.1** **Standard**	**16.5 Projection** 16.5.1 The projections shall be as follows: a) between the Equator and 80° latitude: the Lambert conformal conic projection, in separate bands for each tier of charts. The standard parallels for each 4° band shall be 40′ south of the northern parallel and 40′ north of the southern parallel; b) between 80° and 90° latitude: the Polar stereographic projection with scale matching that of the Lambert conformal conic projection at latitude 80°, except that in the northern hemisphere the Lambert conformal conic projection may be used between 80° and 84° latitude and the Polar stereographic projection between 84° and 90° with the scales matching at 84° North.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	Visual Planning Chart projection is New Zealand Map Grid (a conformal mapping projection with minimal scale error).	

Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 16 Reference **16.5.2** **Standard**	16.5.2 Graticules and graduations shall be shown as follows: a) Parallels: *Latitude* — *Distance between parallels* / *Graduations on parallels* 0° to 72° — 30′ — 1′ 72° to 84° — 30′ — 5′ 84° to 89° — 30′ — 1° 89° to 90° — 30′ — 5° (Only on degree parallels from 72° to 89°) b) Meridians: *Latitude* — *Interval between meridians* / *Graduations on meridians* 0° to 52° — 30′ — 1′ 52° to 72° — 30′ — 1′ (Only on even numbered meridians) 72° to 84° — 1° — 1′ 84° to 89° — 5° — 1′ 89° to 90° — 15° — 1′ (Only on every fourth meridian)	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Less protective or partially implemented or not implemented	1-degree spacing in both parallels and meridians; graduations at 5-minute intervals.	
Chapter 16 Reference **16.5.3** **Standard**	16.5.3 The graduation marks at 1′ and 5′ intervals shall extend away from the Greenwich Meridian and from the Equator. Each 10′ interval shall be shown by a mark on both sides of the graticule line.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	Graduation marks are shown only at 5-minute intervals, and extend on both sides of the graticule line. The 30-minute mark is conspicuously longer.	

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Chapter 16 Reference **16.5.3.1** **Recommendation**	16.5.3.1 **Recommendation.—** *The length of the graduation marks should be approximately 1.3 mm (0.05 in) for the 1′ intervals, and 2 mm (0.08 in) for the 5′ intervals and 2 mm (0.08 in) extending on both sides of the graticule line for the 10′ intervals.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	5- and 10-minute marks are approximately 1.3 mm, and each 30-minute mark is approximately 3 mm.	
Chapter 16 Reference **16.5.4** **Standard**	16.5.4 All meridians and parallels shown shall be numbered in the borders of the chart. In addition, each parallel shall be numbered within the body of the chart in such a manner that the parallel can be readily identified when the chart is folded. *Note.— Meridians may be numbered within the body of the chart.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.5.5** **Standard**	16.5.5 The name and basic parameters of the projection shall be indicated in the margin.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.6** **Standard**	**16.6 Identification** Sheet numbering shall be in conformity with the index in Appendix 5. *Note.— The corresponding International Map of the World (IMW) sheet number may also be shown.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		Both the VPC and WAC numbers are shown.

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Chapter 16 Reference **16.7.1.1** **Standard**	**16.7 Culture and topography** 16.7.1 Built-up areas 16.7.1.1 Cities, towns and villages shall be selected and shown according to their relative importance to visual air navigation.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.7.1.2** **Recommendation**	16.7.1.2 **Recommendation.—** *Cities and towns of sufficient size should be indicated by the outline of their built-up areas and not of their established city limits.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.7.2.1** **Standard**	16.7.2 Railroads 16.7.2.1 All railroads having landmark value shall be shown. *Note 1.— In congested areas, some railroads may be omitted in the interest of legibility.* *Note 2.— Railroads may be named where space permits.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.7.2.2** **Recommendation**	16.7.2.2 **Recommendation.—** *Important tunnels should be shown.* *Note.— A descriptive note may be added.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		

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Chapter 16 Reference **16.7.3.1** **Standard**	16.7.3 Highways and roads 16.7.3.1 Road systems shall be shown in sufficient detail to indicate significant patterns from the air.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.7.3.2** **Recommendation**	16.7.3.2 **Recommendation.—** *Roads should not be shown in built-up areas unless they can be distinguished from the air as definite landmarks.* *Note.— The numbers or names of important highways may be shown.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.7.4.0.1** **Recommendation**	16.7.4 Landmarks **Recommendation.—** *Natural and cultural landmarks, such as bridges, prominent transmission lines, permanent cable car installations, wind turbines, mine structures, forts, ruins, levees, pipelines, rocks, bluffs, cliffs, sand dunes, isolated lighthouses and lightships, when considered to be of importance for visual air navigation, should be shown.* *Note.— Descriptive notes may be added.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.7.5** **Standard**	16.7.5 Political boundaries International boundaries shall be shown. Undemarcated and undefined boundaries shall be distinguished by descriptive notes.		Not Applicable		

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Chapter 16 Reference **16.7.6.1** **Standard**	16.7.6 Hydrography 16.7.6.1 All water features compatible with the scale of the chart comprising shore lines, lakes, rivers and streams (including those non-perennial in nature), salt lakes, glaciers and ice caps shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.7.6.2** **Recommendation**	16.7.6.2 **Recommendation.—** *The tint covering large open water areas should be kept very light.* *Note.— A narrow band of darker tone may be used along the shore line to emphasize this feature.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	The tint used for inland bodies of open water is darker than that used to depict the sea.	
Chapter 16 Reference **16.7.6.3** **Recommendation**	16.7.6.3 **Recommendation.—** *Reefs and shoals, including rocky ledges, tidal flats, isolated rocks, sand, gravel, stone and all similar areas, should be shown by symbols when of significant landmark value.* *Note.— Groups of rocks may be shown by a few representative rock symbols within the area.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.7.7.1** **Standard**	16.7.7 Contours 16.7.7.1 Contours shall be shown. The selection of intervals shall be governed by the requirement to depict clearly the relief features required in air navigation.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	Hypsomentric tints are used in lieu of contours.	

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Chapter 16 Reference **16.7.7.2** **Standard**	16.7.7.2 The values of the contours used shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	The elevations corresponding to the hypsometric tinting is shown in the chart legend.	
Chapter 16 Reference **16.7.8.1** **Standard**	16.7.8 Hypsometric tints 16.7.8.1 When hypsometric tints are used, the range of elevations for the tints shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.7.8.2** **Standard**	16.7.8.2 The scale of the hypsometric tints used on the chart shall be shown in the margin.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.7.9.1** **Standard**	16.7.9 Spot elevations 16.7.9.1 Spot elevations shall be shown at selected critical points. The elevations selected shall always be the highest in the immediate vicinity and shall generally indicate the top of a peak, ridge, etc. Elevations in valleys and at lake surface levels which are of special value to the aviator shall be shown. The position of each selected elevation shall be indicated by a dot.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		

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Chapter 16 Reference **16.7.9.2** **Standard**	16.7.9.2 The elevation (in metres or feet) of the highest point on the chart and its geographical position to the nearest five minutes shall be indicated in the margin.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.7.9.3** **Recommendation**	16.7.9.3 **Recommendation.—** *The spot elevation of the highest point in any sheet should be cleared of hypsometric tinting.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	Highest chart elevation is boxed over hypsometric tint.	
Chapter 16 Reference **16.7.10.1** **Standard**	16.7.10 Incomplete or unreliable relief 16.7.10.1 Areas that have not been surveyed for contour information shall be labelled “Relief data incomplete”.		Not Applicable		
Chapter 16 Reference **16.7.10.2** **Standard**	16.7.10.2 Charts on which spot elevations are generally unreliable shall bear a warning note prominently displayed on the face of the chart in the colour used for aeronautical information, as follows: “Warning — The reliability of relief information on this chart is doubtful and elevations should be used with caution.”		Not Applicable		

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Chapter 16 Reference **16.7.11.0.2** **Recommendation**	16.7.11 Escarpments **Recommendation.—** *Escarpments should be shown when they are prominent landmarks or when cultural detail is very sparse.*		Not Applicable		
Chapter 16 Reference **16.7.12.1** **Recommendation**	16.7.12 Wooded areas 16.7.12.1 **Recommendation.—** *Wooded areas should be shown.* *Note.— On high latitude charts, the approximate extreme northern or southern limits of tree growth may be shown.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Less protective or partially implemented or not implemented	Not depicted on VPC series.	
Chapter 16 Reference **16.7.12.2** **Standard**	16.7.12.2 Where shown, the approximate extreme northern or southern limits of tree growth shall be indicated by a dashed black line and shall be appropriately labelled.		Not Applicable		
Chapter 16 Reference **16.7.13** **Standard**	16.7.13 Date of topographic information The date of latest information shown on the topographic base shall be indicated in the margin.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		

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Chapter 16 Reference **16.8.1** **Standard**	**16.8 Magnetic variation** 16.8.1 Isogonic lines shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.8.2** **Standard**	16.8.2 The date of the isogonic information shall be indicated in the margin.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Different in character or other means of compliance	Isogonic information is at the date of issue of the chart. Annual change is shown.	
Chapter 16 Reference **16.9.1** **Standard**	**16.9 Aeronautical data** 16.9.1 General Aeronautical data shown shall be kept to a minimum consistent with the use of the chart for visual navigation and the revision cycle (see 16.9.6).	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.9.2.1** **Standard**	16.9.2 Aerodromes 16.9.2.1 Land and water aerodromes and heliports shall be shown with their names, to the extent that they do not produce undesirable congestion on the chart, priority being given to those of greatest aeronautical significance.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		

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Chapter 16 Reference **16.9.2.2** **Standard**	16.9.2.2 The aerodrome elevation, the lighting available, the type of runway surface and the length of the longest runway or channel, shown in abbreviated form for each aerodrome in conformity with the example given in Appendix 2, provided they do not cause undesirable clutter on the chart, shall be indicated.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Less protective or partially implemented or not implemented	Details not shown on VPC.	
Chapter 16 Reference **16.9.2.3** **Standard**	16.9.2.3 Abandoned aerodromes which are still recognizable as aerodromes from the air shall be shown and identified as abandoned.		Not Applicable		
Chapter 16 Reference **16.9.3.1** **Standard**	16.9.3 Obstacles 16.9.3.1 Obstacles shall be shown. *Note.— Objects of a height of 100 m (300 ft) or more above ground are normally regarded as obstacles.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Less protective or partially implemented or not implemented	Obstacles are depicted on the larger scale chart series.	
Chapter 16 Reference **16.9.3.2** **Standard**	16.9.3.2 When considered of importance to visual flight, prominent transmission lines, permanent cable car installations and wind turbines, which are obstacles, shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		Note: only pronminent transmission lines are shown; chart clutter precludes the remainder.
Chapter 16 Reference **16.9.4** **Standard**	16.9.4 Prohibited, restricted and danger areas Prohibited, restricted and danger areas shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		

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Chapter 16 Reference **16.9.5.1** **Standard**	16.9.5 Air traffic services system 16.9.5.1 Significant elements of the air traffic services system including, where practicable, control zones, aerodrome traffic zones, control areas, flight information regions and other airspaces in which VFR flights operate shall be shown together with the appropriate class of airspace.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.9.5.2** **Standard**	16.9.5.2 Where appropriate, the air defence identification zone (ADIZ) shall be shown and properly identified. *Note.— ADIZ procedures may be described in the chart legend*.		Not Applicable		
Chapter 16 Reference **16.9.6** **Standard**	16.9.6 Radio navigation aids Radio navigation aids shall be shown by the appropriate symbol and named, but excluding their frequencies, coded designators, times of operation and other characteristics unless any or all of this information which is shown is kept up to date by means of new editions of the chart.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	No Difference		
Chapter 16 Reference **16.9.7.1** **Standard**	16.9.7 Supplementary information 16.9.7.1 Aeronautical ground lights together with their characteristics or their identifications or both shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Less protective or partially implemented or not implemented	Not shown on VPC.	

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Chapter 16 Reference **16.9.7.2** **Standard**	16.9.7.2 Marine lights on outer prominent coastal or isolated features of not less than 28 km (15 NM) visibility range shall be shown: a) where they are not less distinguishable than more powerful marine lights in the vicinity; b) where they are readily distinguishable from other marine or other types of lights in the vicinity of built-up coastal areas; c) where they are the only lights of significance available.	CAR 175.103(b)(4); AIPNZ Visual Planning Chart series.	Less protective or partially implemented or not implemented	Not shown on VPC.	

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Chapter 17 Reference **17.1** **Standard**	**CHAPTER 17. AERONAUTICAL CHART — ICAO 1:500 000** **17.1 Function** This chart shall provide information to satisfy the requirements of visual air navigation for low speed, short- or medium-range operations at low and intermediate altitudes. *Note 1.— This chart may be used:* *a) to serve as a basic aeronautical chart;* *b) to provide a suitable medium for basic pilot and navigation training;* *c) to supplement highly specialized charts which do not provide essential visual information;* *d) in pre-flight planning.* *Note 2.— It is intended that these charts be provided for land areas where charts of this scale are required for civil air operations employing visual air navigation independently or in support of other forms of air navigation.* *Note 3.— Where States produce charts of this series covering their national territories, the entire area being portrayed is usually treated on a regional basis.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		

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Chapter 17 Reference **17.2.0.1** **Recommendation**	**17.2 Availability** **Recommendation.—** *The Aeronautical Chart — ICAO 1:500 000 should be made available in the manner prescribed in 1.3.2 for all areas delineated in Appendix 5.* *Note.— The selection of this scale as an alternative to the World Aeronautical Chart — ICAO 1:1 000 000 is covered by 16.2.1 and 16.2.2.*	CAR 175.103(b)(4); AIPNZ Visual Planning Chart B series.	No Difference		
Chapter 17 Reference **17.3.1** **Standard**	**17.3 Scales** 17.3.1 Linear scales for kilometres and nautical miles arranged in the following order: — kilometres, — nautical miles, with their zero points in the same vertical line shall be shown in the margin.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.3.1.1** **Recommendation**	17.3.1.1 **Recommendation.—** *The length of the linear scale should be not less than 200 mm (8 in).*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		

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Chapter 17 Reference **17.3.2** **Standard**	17.3.2 A conversion scale (metres/feet) shall be shown in the margin.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	A feet/metres conversion scale is provided in respect of equivalent elevation only (in the key to hypsometric tints).	All elevations on the chart are shown in feet.
Chapter 17 Reference **17.4.1** **Standard**	**17.4 Format** 17.4.1 The title and marginal notes shall be in one of the working languages of ICAO. *Note.— The language of the publishing country or any other language may be used in addition to the ICAO working language.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		English is used in all New Zealand aeronautical information.
Chapter 17 Reference **17.4.2** **Standard**	17.4.2 The information regarding the number of the adjoining sheets and the unit of measurement used to express elevation shall be so located as to be clearly visible when the sheet is folded.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.4.3** **Recommendation**	17.4.3 **Recommendation.—** *The method of folding should be as follows:* *Fold the chart on the long axis near the mid-parallel of latitude, face out, with the bottom part of the chart face upward. Fold inward near the meridian, and fold both halves backward in accordion folds.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Chart folding is done in concertina fashion using 2 horizontal and 2 vertical folds (9 panels in total).	Adapted to the shape of the country.

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Chapter 17 Reference **17.4.4** **Recommendation**	17.4.4 **Recommendation.—** *Whenever practicable, sheets should be quarter sheets of the World Aeronautical Chart — ICAO 1:1 000 000. An appropriate index to adjacent sheets, showing the relationship between the two chart series, should be included on the face of the chart or on the reverse side.* *Note.— Sheet lines may be varied to satisfy particular requirements.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Chart coverage is adapted to the shape of the country rather than the relationship to the VPC.	
Chapter 17 Reference **17.4.5** **Recommendation**	17.4.5 **Recommendation.—** *Overlaps should be provided by extending the chart area on the top and right side beyond the area given on the index. This overlap area should contain all aeronautical, topographical, hydrographical and cultural information. The overlap should extend up to 15 km (8 NM), if possible, but in any case from the limiting parallels and meridians of each chart to the neat line.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Considerable overlap exists between sheets - more than recommended.	Note: charts are printed back-to-back (but not adjoining charts). The title panel and legend are generally split between the two charts on a sheet.
Chapter 17 Reference **17.5.1** **Standard**	**17.5 Projection** 17.5.1 A conformal (orthomorphic) projection shall be used.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		New Zealand Map Grid.
Chapter 17 Reference **17.5.2** **Recommendation**	17.5.2 **Recommendation.—** *The projection of the World Aeronautical Chart — ICAO 1:1 000 000 should be used.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Visual Navigation Chart projection is New Zealand Map Grid.	

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Chapter 17 Reference **17.5.3** **Standard**	17.5.3 Parallels shall be shown at intervals of 30′.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.5.3.1** **Standard**	17.5.3.1 Meridians shall normally be shown at intervals of 30′. *Note.— At high latitudes, this interval may be increased.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.5.4** **Standard**	17.5.4 Graduation marks shall be shown at 1′ intervals along each whole degree meridian and parallel, extending away from the Greenwich Meridian and from the Equator. Each 10′ interval shall be shown by a mark on both sides of the graticule line.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.5.4.1** **Recommendation**	17.5.4.1 **Recommendation.—** *The length of the graduation marks should be approximately 1.3 mm (0.05 in) for the 1′ intervals, and 2 mm (0.08 in) for the 5′ intervals and 2 mm (0.08 in) extending on both sides of the graticule line for the 10′ intervals.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Graduation marks of approximately 1.3 mm, 2 mm and 5 mm respectively are used.	
Chapter 17 Reference **17.5.5** **Standard**	17.5.5 All meridians and parallels shown shall be numbered in the borders of the chart.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		

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Chapter 17 Reference **17.5.5.1** **Recommendation**	17.5.5.1 **Recommendation.—** *Each meridian and parallel should be numbered within the body of the chart whenever this data is required operationally.*		Not Applicable		Numbering is confined to the margins.
Chapter 17 Reference **17.5.6** **Standard**	17.5.6 The name and basic parameters of the projection shall be indicated in the margin.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.6.1** **Standard**	**17.6 Identification** 17.6.1 Each sheet shall be identified by a name which should be that of the principal town or of a main geographical feature appearing on the sheet.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		

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Chapter 17 Reference **17.6.1.1** **Recommendation**	17.6.1.1 **Recommendation.—** *Where applicable, sheets should also be identified by the reference number of the corresponding World Aeronautical Chart — ICAO 1:1 000 000, with the addition of one or more of the following letter suffixes indicating the quadrant or quadrants:* *Letter Chart quadrant* *A Nor th-West* *B Nor th-East* *C Sou th-East* *D Sou th-West*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Less protective or partially implemented or not implemented	Visual Navigation Charts do not use this quadrant identification.	The irregular shape of the country precludes this.
Chapter 17 Reference **17.7.1.1** **Standard**	**17.7 Culture and topography** 17.7.1 Built-up areas 17.7.1.1 Cities, towns and villages shall be selected and shown according to their relative importance to visual air navigation.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		

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Chapter 17 Reference **17.7.1.2** **Recommendation**	17.7.1.2 **Recommendation.—** *Cities and towns of sufficient size should be indicated by the outline of their built-up areas and not of their established city limits.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.7.2.1** **Standard**	17.7.2 Railroads 17.7.2.1 All railroads having landmark value shall be shown. *Note 1.— In congested areas, some railroads may be omitted in the interest of legibility.* *Note 2.— Railroads may be named.* *Note 3.— Rail stations may be shown.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.7.2.2** **Standard**	17.7.2.2 Tunnels shall be shown when they serve as prominent landmarks. *Note.— A descriptive note may be added, if necessary, to accentuate this feature.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.7.3.1** **Standard**	17.7.3 Highways and roads 17.7.3.1 Road systems shall be shown in sufficient detail to indicate significant patterns from the air. *Note.— Roads under construction may be shown.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		

Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 17 Reference **17.7.3.2** **Recommendation**	17.7.3.2 **Recommendation.—** *Roads should not be shown in built-up areas unless they can be distinguished from the air as definite landmarks.* *Note.— The numbers or names of important highways may be shown.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.7.4.0.2** **Recommendation**	17.7.4 Landmarks **Recommendation.—** *Natural and cultural landmarks, such as bridges, prominent transmission lines, permanent cable car installations, wind turbines, mine structures, lookout towers, forts, ruins, levees, pipelines, rocks, bluffs, cliffs, sand dunes, isolated lighthouses and lightships, when considered to be of importance for visual air navigation, should be shown.* *Note.— Descriptive notes may be added.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.7.5** **Standard**	17.7.5 Political boundaries International boundaries shall be shown. Undemarcated and undefined boundaries shall be distinguished by descriptive notes. *Note.— Other boundaries may be shown.*		Not Applicable		
Chapter 17 Reference **17.7.6.1** **Standard**	17.7.6 Hydrography 17.7.6.1 All water features compatible with the scale of the chart comprising shore lines, lakes, rivers and streams (including those non-perennial in nature), salt lakes, glaciers and ice caps shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		

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Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 17 Reference **17.7.6.2** **Recommendation**	17.7.6.2 **Recommendation.—** *The tint covering large open water areas should be kept very light.* *Note.— A narrow band of darker tone may be used along the shore line to emphasize this feature.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	The tint used for inland bodies of open water is darker than that used to depict the sea.	
Chapter 17 Reference **17.7.6.3** **Recommendation**	17.7.6.3 **Recommendation.—** *Reefs and shoals, including rocky ledges, tidal flats, isolated rocks, sand, gravel, stone and all similar areas, should be shown by symbols when of significant landmark value.* *Note.— Groups of rocks may be shown by a few representative rock symbols within the area.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.7.7.1** **Standard**	17.7.7 Contours 17.7.7.1 Contours shall be shown. The selection of intervals shall be governed by the requirement to depict clearly the relief features required in air navigation.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Less protective or partially implemented or not implemented	Only the 500-foot contour is shown. Depiction of higher elevations is by hypsomentric tint.	
Chapter 17 Reference **17.7.7.2** **Standard**	17.7.7.2 The values of the contours used shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		Note: only the 500-foot contour is shown; depiction as per chart legend.

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Chapter 17 Reference **17.7.8.1** **Standard**	17.7.8 Hypsometric tints 17.7.8.1 When hypsometric tints are used, the range of elevations for the tints shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.7.8.2** **Standard**	17.7.8.2 The scale of the hypsometric tints used on the chart shall be shown in the margin.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.7.9.1** **Standard**	17.7.9 Spot elevations 17.7.9.1 Spot elevations shall be shown at selected critical points. The elevations selected shall always be the highest in the immediate vicinity and shall generally indicate the top of a peak, ridge, etc. Elevations in valleys and at lake surface levels which are of navigational value shall be shown. The position of each selected elevation shall be indicated by a dot.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.7.9.2** **Standard**	17.7.9.2 The elevation (in metres or feet) of the highest point on the chart and its geographical position to the nearest five minutes shall be indicated in the margin.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		

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Chapter 17 Reference **17.7.9.3** **Recommendation**	17.7.9.3 **Recommendation.—** *The spot elevation of the highest point on any sheet should be cleared of hypsometric tinting.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Highest chart elevation is boxed over hypsomentric tint.	
Chapter 17 Reference **17.7.10.1** **Standard**	17.7.10 Incomplete or unreliable relief 17.7.10.1 Areas that have not been surveyed for contour information shall be labelled “Relief data incomplete”.		Not Applicable		
Chapter 17 Reference **17.7.10.2** **Standard**	17.7.10.2 Charts on which spot elevations are generally unreliable shall bear a warning note prominently displayed on the face of the chart in the colour used for aeronautical information, as follows: “Warning — The reliability of relief information on this chart is doubtful and elevations should be used with caution.”		Not Applicable		
Chapter 17 Reference **17.7.11.0.3** **Recommendation**	17.7.11 Escarpments **Recommendation.—** *Escarpments should be shown when they are prominent landmarks or when cultural detail is very sparse.*		Not Applicable		

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Chapter 17 Reference **17.7.12.1** **Recommendation**	17.7.12 Wooded areas 17.7.12.1 **Recommendation.—** *Wooded areas should be shown.* *Note.— On high latitude charts, the approximate extreme northern or southern limits of tree growth may be shown.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Only exotic forests are shown.	
Chapter 17 Reference **17.7.12.2** **Standard**	17.7.12.2 Where shown, the approximate northern or southern limits of tree growth shall be indicated by a dashed black line and shall be appropriately labelled.		Not Applicable		
Chapter 17 Reference **17.7.13** **Standard**	17.7.13 Date of topographic information The date of latest information shown on the topographic base shall be indicated in the margin.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.8.1** **Standard**	**17.8 Magnetic variation** 17.8.1 Isogonic lines shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		

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Chapter 17 Reference **17.8.2** **Standard**	17.8.2 The date of the isogonic information shall be indicated in the margin.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Different in character or other means of compliance	Isogonic information is at the date of issue of the chart. Annual change is shown.	
Chapter 17 Reference **17.9.1** **Standard**	**17.9 Aeronautical data** 17.9.1 General Aeronautical information shall be shown consistent with the use of the chart and the revision cycle.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.9.2.1** **Standard**	17.9.2 Aerodromes 17.9.2.1 Land and water aerodromes and heliports shall be shown with their names, to the extent that they do not produce undesirable congestion on the chart, priority being given to those of greatest aeronautical significance.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.9.2.2** **Standard**	17.9.2.2 The aerodrome elevation, the lighting available, the type of runway surface and the length of the longest runway or channel, shown in abbreviated form for each aerodrome in conformity with the example given in Appendix 2, provided they do not cause undesirable clutter on the chart, shall be indicated.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Less protective or partially implemented or not implemented	Only the aerodrome name, elevation, runway length and radio frequency are shown on the chart; other data is available in AIPNZ.	

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Chapter 17 Reference **17.9.2.3** **Standard**	17.9.2.3 Abandoned aerodromes which are still recognizable as aerodromes from the air shall be shown and identified as abandoned.		Not Applicable		
Chapter 17 Reference **17.9.3.1** **Standard**	17.9.3 Obstacles 17.9.3.1 Obstacles shall be shown. *Note.— Objects of a height of 100 m (300 ft) or more above ground are normally regarded as obstacles.*	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		Only obstacles over 400 ft AGL are shown.
Chapter 17 Reference **17.9.3.2** **Standard**	17.9.3.2 When considered of importance to visual flight, prominent transmission lines, permanent cable car installations and wind turbines, which are obstacles, shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.9.4** **Standard**	17.9.4 Prohibited, restricted and danger areas Prohibited, restricted and danger areas shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		

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Chapter 17 Reference **17.9.5.1** **Standard**	17.9.5 Air traffic services system 17.9.5.1 Significant elements of the air traffic services system including, where practicable, control zones, aerodrome traffic zones, control areas, flight information regions and other airspaces in which VFR flights operate shall be shown together with the appropriate class of airspace.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		
Chapter 17 Reference **17.9.5.2** **Standard**	17.9.5.2 Where appropriate, the air defence identification zone (ADIZ) shall be shown and properly identified. *Note.— ADIZ procedures may be described in the chart legend*.		Not Applicable		
Chapter 17 Reference **17.9.6** **Standard**	17.9.6 Radio navigation aids Radio navigation aids shall be shown by the appropriate symbol and named, but excluding their frequencies, coded designators, times of operation and other characteristics unless any or all of this information which is shown is kept up to date by means of new editions of the chart.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	More Exacting or Exceeds	Frequencies and coded designators are shown.	
Chapter 17 Reference **17.9.7.1** **Standard**	17.9.7 Supplementary information 17.9.7.1 Aeronautical ground lights together with their characteristics or their identifications or both shall be shown.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	Less protective or partially implemented or not implemented	Aeronautical ground lights not shown.	

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Chapter 17 Reference **17.9.7.2** **Standard**	17.9.7.2 Marine lights on outer prominent coastal or isolated features of not less than 28 km (15 NM) visibility range shall be shown: a) where they are not less distinguishable than more powerful marine lights in the vicinity; b) where they are readily distinguishable from other marine or other types of lights in the vicinity of built-up coastal areas; c) where they are the only lights of significance available.	CAR 175.103(b)(4); AIPNZ Visual Navigation Chart B series.	No Difference		

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Chapter 18 Reference **18.1** **Standard**	**CHAPTER 18. AERONAUTICAL NAVIGATION CHART — ICAO SMALL SCALE** **18.1 Function** This chart shall: a) serve as an air navigation aid for flight crews of long-range aircraft at high altitudes; b) provide selective checkpoints over extensive ranges for identification at high altitudes and speeds, which are required for visual confirmation of position; c) provide for continuous visual reference to the ground during long-range flights over areas lacking radio or other electronic navigation aids, or over areas where visual navigation is preferred or becomes necessary; d) provide a general purpose chart series for long-range flight planning and plotting.		Not Applicable		This chart is not provided in New Zealand. The 1:1 000 000 chart is considered to be suitable for this purpose.

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Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 18 Reference **18.2.0.1** **Recommendation**	**18.2 Availability** **Recommendation.—** *The Aeronautical Navigation Chart — ICAO Small Scale should be made available in the manner prescribed in 1.3.2 for all areas delineated in Appendix 5.* *Note.— The selection of this scale as an alternative to the World Aeronautical Chart — ICAO 1:1 000 000 is covered by 16.2.1 and 16.2.2.*		Not Applicable		
Chapter 18 Reference **18.3.1** **Recommendation**	**18.3 Coverage and scale** 18.3.1 **Recommendation.—** *The Aeronautical Navigation Chart — ICAO Small Scale should provide, as a minimum, complete coverage of the major land masses of the world.* *Note 1.— A sheet layout for this series is contained in the* Aeronautical Chart Manual *(Doc 8697).* *Note 2.— The sheet size may represent the maximum press size available to the producing agency.*		Not Applicable		
Chapter 18 Reference **18.3.2** **Standard**	18.3.2 The scale shall be in the range of 1:2 000 000 to 1:5 000 000.		Not Applicable		

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Chapter 18 Reference **18.3.3** **Standard**	18.3.3 The scale of the chart shall be substituted in the title for the words “Small Scale”.		Not Applicable		
Chapter 18 Reference **18.3.4** **Standard**	18.3.4 Linear scales for kilometres and nautical miles arranged in the following order: — kilometres, — nautical miles, with their zero points in the same vertical line shall be shown in the margin.		Not Applicable		
Chapter 18 Reference **18.3.5** **Recommendation**	18.3.5 **Recommendation.—** *The length of the linear scale should be not less than 200 mm (8 in).*		Not Applicable		
Chapter 18 Reference **18.3.6** **Standard**	18.3.6 A conversion scale (metres/feet) shall be shown in the margin.		Not Applicable		

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Chapter 18 Reference **18.4.1** **Standard**	**18.4 Format** 18.4.1 The title and marginal notes shall be in one of the working languages of ICAO. *Note.— The language of the publishing country or any other language may be used in addition to the ICAO working language.*		Not Applicable		
Chapter 18 Reference **18.4.2** **Standard**	18.4.2 The information regarding the number of the adjoining sheets and the unit of measurement to express elevations shall be so located as to be clearly visible when the sheet is folded. *Note.— There is no internationally agreed sheet numbering.*		Not Applicable		
Chapter 18 Reference **18.5.1** **Standard**	**18.5 Projection** 18.5.1 A conformal (orthomorphic) projection shall be used.		Not Applicable		
Chapter 18 Reference **18.5.1.1** **Standard**	18.5.1.1 The name and basic parameters of the projection shall be shown in the margin.		Not Applicable		

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Chapter 18 Reference **18.5.2** **Standard**	18.5.2 Parallels shall be shown at intervals of 1°.		Not Applicable		
Chapter 18 Reference **18.5.2.1** **Standard**	18.5.2.1 Graduations on the parallels shall be shown at sufficiently close intervals compatible with the latitude and the scale of the chart.		Not Applicable		
Chapter 18 Reference **18.5.3** **Standard**	18.5.3 Meridians shall be shown at intervals compatible with the latitude and the scale of the chart.		Not Applicable		
Chapter 18 Reference **18.5.3.1** **Standard**	18.5.3.1 Graduations on the meridians shall be shown at intervals not exceeding 5′.		Not Applicable		
Chapter 18 Reference **18.5.4** **Standard**	18.5.4 The graduation marks shall extend away from the Greenwich Meridian and from the Equator.		Not Applicable		

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Chapter 18 Reference **18.5.5** **Standard**	18.5.5 All meridians and parallels shown shall be numbered in the borders of the chart. In addition, when required, meridians and parallels shall be numbered within the body of the chart in such a manner that they can be readily identified when the chart is folded.		Not Applicable		
Chapter 18 Reference **18.6.1.1** **Standard**	**18.6 Culture and topography** 18.6.1 Built-up areas 18.6.1.1 Cities, towns and villages shall be selected and shown according to their relative importance to visual air navigation.		Not Applicable		
Chapter 18 Reference **18.6.1.2** **Recommendation**	18.6.1.2 **Recommendation.—** *Cities and towns of sufficient size should be indicated by the outline of their built-up areas and not of their established city limits.*		Not Applicable		
Chapter 18 Reference **18.6.2.1** **Standard**	18.6.2 Railroads 18.6.2.1 All railroads having landmark value shall be shown. *Note.— In congested areas, some railroads may be omitted in the interest of legibility.*		Not Applicable		

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Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 18 Reference **18.6.2.2** **Recommendation**	18.6.2.2 **Recommendation.—** *Important tunnels should be shown.* *Note.— A descriptive note may be added.*		Not Applicable		
Chapter 18 Reference **18.6.3.1** **Standard**	18.6.3 Highways and roads 18.6.3.1 Road systems shall be shown in sufficient detail to indicate significant patterns from the air.		Not Applicable		
Chapter 18 Reference **18.6.3.2** **Recommendation**	18.6.3.2 **Recommendation.—** *Roads should not be shown in built-up areas unless they can be distinguished from the air as definite landmarks.*		Not Applicable		
Chapter 18 Reference **18.6.4.0.2** **Recommendation**	18.6.4 Landmarks **Recommendation.—** *Natural and cultural landmarks, such as bridges, prominent transmission lines, permanent cable car installations, mine structures, forts, ruins, levees, pipelines, rocks, bluffs, cliffs, sand dunes, isolated lighthouses and lightships, when considered to be of importance for visual air navigation, should be shown.* *Note.— Descriptive notes may be added.*		Not Applicable		

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Chapter 18 Reference **18.6.5** **Standard**	18.6.5 Political boundaries International boundaries shall be shown. Undemarcated and undefined boundaries shall be distinguished by descriptive notes.		Not Applicable		
Chapter 18 Reference **18.6.6.1** **Standard**	18.6.6 Hydrography 18.6.6.1 All water features compatible with the scale of the chart comprising shore lines, lakes, rivers and streams (including those non-perennial in nature), salt lakes, glaciers and ice caps shall be shown.		Not Applicable		
Chapter 18 Reference **18.6.6.2** **Recommendation**	18.6.6.2 **Recommendation.—** *The tint covering large open water areas should be kept very light.* *Note.— A narrow band of darker tone may be used along the shore line to emphasize this feature.*		Not Applicable		
Chapter 18 Reference **18.6.6.3** **Recommendation**	18.6.6.3 **Recommendation.—** *Reefs and shoals, including rocky ledges, tidal flats, isolated rocks, sand, gravel, stone and all similar areas, should be shown by symbols when of significant landmark value.*		Not Applicable		
Chapter 18 Reference **18.6.7.1** **Standard**	18.6.7 Contours 18.6.7.1 Contours shall be shown. The selection of intervals shall be governed by the requirement to depict clearly the relief features required in air navigation.		Not Applicable		

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Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 18 Reference **18.6.7.2** **Standard**	18.6.7.2 The values of the contours used shall be shown.		Not Applicable		
Chapter 18 Reference **18.6.8.1** **Standard**	18.6.8 Hypsometric tints 18.6.8.1 When hypsometric tints are used, the range of elevations for the tints shall be shown.		Not Applicable		
Chapter 18 Reference **18.6.8.2** **Standard**	18.6.8.2 The scale of the hypsometric tints used on the chart shall be shown in the margin.		Not Applicable		
Chapter 18 Reference **18.6.9.1** **Standard**	18.6.9 Spot elevations 18.6.9.1 Spot elevations shall be shown at selected critical points. The elevations selected shall always be the highest in the immediate vicinity and shall generally indicate the top of a peak, ridge, etc. Elevations in valleys and at lake surface levels which are of value to visual air navigation shall be shown. The position of each selected elevation shall be indicated by a dot.		Not Applicable		

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Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 18 Reference **18.6.9.2** **Standard**	18.6.9.2 The elevation (in metres or feet) of the highest point on the chart and its geographical position to the nearest five minutes shall be indicated in the margin.		Not Applicable		
Chapter 18 Reference **18.6.9.3** **Recommendation**	18.6.9.3 **Recommendation.—** *The spot elevation of the highest point in any sheet should be cleared of hypsometric tinting.*		Not Applicable		
Chapter 18 Reference **18.6.10.1** **Standard**	18.6.10 Incomplete or unreliable relief 18.6.10.1 Areas that have not been surveyed for contour information shall be labelled “Relief data incomplete”.		Not Applicable		
Chapter 18 Reference **18.6.10.2** **Standard**	18.6.10.2 Charts on which spot elevations are generally unreliable shall bear a warning note prominently displayed on the face of the chart in the colour used for aeronautical information, as follows: “Warning — The reliability of relief information on this chart is doubtful and elevations should be used with caution.”		Not Applicable		

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Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 18 Reference **18.6.11.0.3** **Recommendation**	18.6.11 Escarpments **Recommendation.—** *Escarpments should be shown when they are prominent landmarks or when cultural detail is very sparse.*		Not Applicable		
Chapter 18 Reference **18.6.12.0.4** **Recommendation**	18.6.12 Wooded areas **Recommendation.—** *Wooded areas of large extent should be shown.*		Not Applicable		
Chapter 18 Reference **18.6.13** **Standard**	18.6.13 Date of topographic information The date of latest information shown on the topographic base shall be indicated in the margin.		Not Applicable		
Chapter 18 Reference **18.6.14.1** **Recommendation**	18.6.14 Colours 18.6.14.1 **Recommendation.—** *Subdued colours should be used for the chart background to facilitate plotting.*		Not Applicable		
Chapter 18 Reference **18.6.14.2** **Recommendation**	18.6.14.2 **Recommendation.—** *Good colour contrast should be ensured to emphasize features important to visual air navigation.*		Not Applicable		

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Chapter 18 Reference **18.7.1** **Standard**	**18.7 Magnetic variation** 18.7.1 Isogonic lines shall be shown.		Not Applicable		
Chapter 18 Reference **18.7.2** **Standard**	18.7.2 The date of isogonic information shall be indicated in the margin.		Not Applicable		
Chapter 18 Reference **18.8.1** **Standard**	**18.8 Aeronautical data** 18.8.1 Aerodromes Land and water aerodromes and heliports shall be shown with their names, to the extent that they do not produce undesirable congestion on the chart, priority being given to those of greatest aeronautical significance.		Not Applicable		
Chapter 18 Reference **18.8.2** **Standard**	18.8.2 Obstacles Obstacles shall be shown.		Not Applicable		

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Chapter 18 Reference **18.8.3.0.5** **Recommendation**	18.8.3 Prohibited, restricted and danger areas **Recommendation.—** *Prohibited, restricted and danger areas should be shown when considered to be of importance to air navigation.*		Not Applicable		
Chapter 18 Reference **18.8.4.1** **Recommendation**	18.8.4 Air traffic services system 18.8.4.1 **Recommendation.—** *Significant elements of the air traffic services system should be shown when considered to be of importance to air navigation.*		Not Applicable		
Chapter 18 Reference **18.8.4.2** **Recommendation**	18.8.4.2 **Recommendation.—** *Where appropriate, the air defence identification zone (ADIZ) should be shown and properly identified.* *Note.— ADIZ procedures may be described in the chart legend*.		Not Applicable		
Chapter 18 Reference **18.8.5** **Note**	18.8.5 Radio navigation aids *Note.— Radio aids to navigation may be shown by the appropriate symbol and named.*		Not Applicable		Compliance data not required for Notes.

Annex Reference	AERONAUTICAL CHARTS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 19 Reference **19.1** **Standard**	**CHAPTER 19. PLOTTING CHART — ICAO** **19.1 Function** This chart shall provide a means of maintaining a continuous flight record of the aircraft position by various fixing methods and dead reckoning in order to maintain an intended flight path.		Not Applicable		This chart is not provided in New Zealand.
Chapter 19 Reference **19.2.0.1** **Recommendation**	**19.2 Availability** **Recommendation.—** *This chart should be made available, in the manner prescribed in 1.3.2, to cover major air routes over oceanic areas and sparsely settled areas used by international civil aviation.* *Note.— In areas where the Enroute Chart — ICAO is provided, there may be no requirement for a plotting chart.*		Not Applicable		
Chapter 19 Reference **19.3.1** **Recommendation**	**19.3 Coverage and scale** 19.3.1 **Recommendation.—** *Where practicable, the chart for a particular region should cover major air routes and their terminals on a single sheet.*		Not Applicable		

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Chapter 19 Reference **19.3.2** **Recommendation**	19.3.2 **Recommendation.—** *The scale should be governed by the area to be covered.* *Note.— Normally the scale will range from 1:3 000 000 to 1:7 500 000.*		Not Applicable		
Chapter 19 Reference **19.4.0.2** **Recommendation**	**19.4 Format** **Recommendation.—** *The sheet should be of a size that can be adapted for use on a navigator's plotting table.*		Not Applicable		
Chapter 19 Reference **19.5.1** **Recommendation**	**19.5 Projection** 19.5.1 **Recommendation.—** *A conformal projection on which a straight line approximates a great circle should be used.*		Not Applicable		
Chapter 19 Reference **19.5.2** **Standard**	19.5.2 Parallels and meridians shall be shown.		Not Applicable		

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Chapter 19 Reference **19.5.2.1** **Recommendation**	19.5.2.1 **Recommendation.—** *The intervals should be arranged to permit accurate plotting to be carried out with a minimum of time and effort.*		Not Applicable		
Chapter 19 Reference **19.5.2.2** **Standard**	19.5.2.2 Graduation marks shall be shown at consistent intervals along an appropriate number of parallels and meridians. The interval selected shall, regardless of scale, minimize the amount of interpolation required for accurate plotting.		Not Applicable		
Chapter 19 Reference **19.5.2.3** **Recommendation**	19.5.2.3 **Recommendation.—** *Parallels and meridians should be numbered so that a number appears at least once every 15 cm (6 in) on the face of the chart.*		Not Applicable		
Chapter 19 Reference **19.5.2.4** **Standard**	19.5.2.4 If a navigational grid is shown on charts covering the higher latitudes, it shall comprise lines parallel to the Meridian or anti-Meridian of Greenwich.		Not Applicable		
Chapter 19 Reference **19.6** **Standard**	**19.6 Identification** Each sheet shall be identified by chart series and number.		Not Applicable		

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Chapter 19 Reference **19.7.1** **Standard**	**19.7 Culture and topography** 19.7.1 Generalized shore lines of all open water areas, large lakes and rivers shall be shown.		Not Applicable		
Chapter 19 Reference **19.7.2** **Standard**	19.7.2 Spot elevations for selected features constituting a hazard to air navigation shall be shown.		Not Applicable		
Chapter 19 Reference **19.7.3** **Recommendation**	19.7.3 **Recommendation.—** *Particularly hazardous or prominent relief features should be emphasized.* *Note.— Large cities and towns may be shown.*		Not Applicable		
Chapter 19 Reference **19.8.1** **Standard**	**19.8 Magnetic variation** 19.8.1 Isogonals or, in higher latitudes, isogrivs, or both, shall be shown at consistent intervals throughout the chart. The interval selected shall, regardless of scale, minimize the amount of interpolation required.		Not Applicable		
Chapter 19 Reference **19.8.2** **Standard**	19.8.2 The date of the isogonic information shall be shown.		Not Applicable		

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Chapter 19 Reference **19.9.1** **Standard**	**19.9 Aeronautical data** 19.9.1 The following aeronautical data shall be shown: a) aerodromes regularly used by international commercial air transport together with their names; b) selected radio aids to navigation that will contribute to position-finding together with their names and identifications; c) lattices of long-range electronic aids to navigation, as required; d) boundaries of flight information regions, control areas and control zones necessary to the function of the chart; e) designated reporting points necessary to the function of the chart; f) ocean station vessels. *Note.— Other aeronautical data may be shown provided that they do not detract from the legibility of essential information.*		Not Applicable		
Chapter 19 Reference **19.9.2** **Recommendation**	19.9.2 **Recommendation.—** *Aeronautical ground lights and marine lights useful for air navigation should be shown where other means of navigation are non-existent.*		Not Applicable		

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Chapter 20 Reference **20.1** **Standard**	**CHAPTER 20. ELECTRONIC AERONAUTICAL CHART DISPLAY — ICAO** **20.1 Function** The Electronic Aeronautical Chart Display — ICAO, with adequate back-up arrangements and in compliance with the requirements of Annex 6 for charts, shall enable flight crews to execute, in a convenient and timely manner, route planning, route monitoring and navigation by displaying required information.		Not Applicable		This chart is not provided in New Zealand.
Chapter 20 Reference **20.2.1** **Standard**	**20.2 Information available for display** 20.2.1 The Electronic Aeronautical Chart Display — ICAO shall be capable of displaying all aeronautical, cultural and topographic information required by Chapter 5 and Chapters 7 through 19.		Not Applicable		

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Chapter 20 Reference **20.2.2** **Recommendation**	20.2.2 **Recommendation.—** *The Electronic Aeronautical Chart Display — ICAO should be capable of displaying all aeronautical, cultural and topographic information recommended by Chapter 5 and Chapters 7 through 19.* *Note.— The Electronic Aeronautical Chart Display — ICAO may display supplementary information, in addition to that required for the equivalent paper chart, which may be considered useful for safe navigation.*		Not Applicable		
Chapter 20 Reference **20.3.1.1** **Standard**	**20.3 Display requirements** 20.3.1 Display categories 20.3.1.1 Information available for display shall be subdivided into the following categories: a) basic display information, permanently retained on the display and consisting of the minimum information essential for the safe conduct of flight; and b) other display information, which may be removed from the display or displayed individually on demand, and consisting of information not considered essential for the safe conduct of flight.		Not Applicable		
Chapter 20 Reference **20.3.1.2** **Standard**	20.3.1.2 It shall be a simple function to add or remove other display information but shall not be possible to remove information contained in the basic display.		Not Applicable		

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Chapter 20 Reference **20.3.2.1** **Standard**	20.3.2 Display mode and generation of neighbouring area 20.3.2.1 The Electronic Aeronautical Chart Display — ICAO shall be capable of continuously plotting the aircraft's position in a true motion mode where reset and generation of the surrounding area shall take place automatically. *Note.— Other modes, such as static chart displays, may be available.*		Not Applicable		
Chapter 20 Reference **20.3.2.2** **Standard**	20.3.2.2 It shall be possible manually to change the chart area and the position of the aircraft relative to the edge of the display.		Not Applicable		
Chapter 20 Reference **20.3.3** **Standard**	20.3.3 Scale It shall be possible to vary the scale at which a chart is displayed.		Not Applicable		

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Chapter 20 Reference **20.3.4** **Standard**	20.3.4 Symbols Symbols used shall conform to those specified for electronic charts in Appendix 2 — ICAO Chart Symbols except where it is desired to show items for which no ICAO chart symbol is provided. In these cases, electronic chart symbols shall be chosen which: a) employ a minimum use of lines, arcs and area fills; b) do not cause confusion with any existing aeronautical chart symbol; c) do not impair the legibility of the display. *Note.— Additional details for each symbol may be added according to the resolution of the output media, but any enhancements may not change the basic recognizability of the symbol.*		Not Applicable		
Chapter 20 Reference **20.3.5.1** **Standard**	20.3.5 Display hardware 20.3.5.1 The effective size of the chart presentation shall be sufficient to display the information required by 20.2 without excessive scrolling.		Not Applicable		
Chapter 20 Reference **20.3.5.2** **Standard**	20.3.5.2 The display shall have the capabilities required to accurately portray required elements of Appendix 2 — ICAO Chart Symbols.		Not Applicable		

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Chapter 20 Reference **20.3.5.3** **Standard**	20.3.5.3 The method of presentation shall ensure that the displayed information is clearly visible to the observer in the conditions of natural and artificial light experienced in the cockpit.		Not Applicable		
Chapter 20 Reference **20.3.5.4** **Standard**	20.3.5.4 The display luminance shall be adjustable by the flight crew.		Not Applicable		
Chapter 20 Reference **20.4.1** **Standard**	**20.4 Provision and updating of data** 20.4.1 The provision and updating of data for use by the display shall be in conformance with the aeronautical data quality system requirements. *Note.— For aeronautical data quality system requirements, see Chapter 2, 2.17, and Annex 15, Chapter 3, 3.2.*		Not Applicable		
Chapter 20 Reference **20.4.2** **Standard**	20.4.2 The display shall be capable of automatically accepting authorized updates to existing data. A means of ensuring that authorized data and all relevant updates to that data have been correctly loaded into the display shall be provided.		Not Applicable		

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Chapter 20 Reference **20.4.3** **Standard**	20.4.3 The display shall be capable of accepting updates to authorized data entered manually with simple means for verification prior to final acceptance of the data. Updates entered manually shall be distinguishable on the display from authorized data and its authorized updates and shall not affect display legibility.		Not Applicable		
Chapter 20 Reference **20.4.4** **Standard**	20.4.4 A record shall be kept of all updates, including date and time of application.		Not Applicable		
Chapter 20 Reference **20.4.5** **Standard**	20.4.5 The display shall allow the flight crew to display updates so that the flight crew may review the contents of the updates and determine that they have been included in the system.		Not Applicable		
Chapter 20 Reference **20.5.1** **Standard**	**20.5 Performance tests, malfunction alarms and indications** 20.5.1 A means shall be provided for carrying out on-board tests of major functions. In case of a failure, the test shall display information to indicate which part of the system is at fault.		Not Applicable		
Chapter 20 Reference **20.5.2** **Standard**	20.5.2 A suitable alarm or indication of system malfunction shall be provided.		Not Applicable		

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Chapter 20 Reference **20.6** **Standard**	**20.6 Back-up arrangements** To ensure safe navigation in case of a failure of the Electronic Aeronautical Chart Display — ICAO, the provision of adequate back-up arrangements shall include: a) facilities enabling a safe takeover of display functions in order to ensure that a failure does not result in a critical situation; and b) a back-up arrangement facilitating the means for safe navigation of the remaining part of the flight. *Note.— A suitable back-up system may include the carriage of paper charts.*		Not Applicable		

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Chapter 21 Reference **21.1.1** **Standard**	**CHAPTER 21. ATC SURVEILLANCE MINIMUM ALTITUDE CHART — ICAO** **21.1 Function** 21.1.1 This supplementary chart shall provide information that will enable flight crews to monitor and cross-check altitudes assigned by a controller using an ATS surveillance system. *Note.— The objectives of the air traffic control service as prescribed in Annex 11 do not include prevention of collision with terrain. The procedures prescribed in the* Procedures for Air Navigation Services — Air Traffic Management *(PANS-ATM, Doc 4444) do not relieve pilots of their responsibility to ensure that any clearances issued by air traffic control units are safe in this respect. When an IFR flight is vectored or is given a direct routing which takes the aircraft off an ATS route, the PANS-ATM, Chapter 8, 8.6.5.2, applies.*		Not Applicable		This chart is not produced in New Zealand. The functions are adequately fulfilled by the Area Charts, SID Charts and STAR Charts.
Chapter 21 Reference **21.1.2** **Standard**	21.1.2 A note indicating that the chart may only be used for cross-checking of altitudes assigned while the aircraft is identified shall be prominently displayed on the face of the chart.		Not Applicable		

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Chapter 21 Reference **21.2.0.1** **Recommendation**	**21.2 Availability** **Recommendation.—** *The ATC Surveillance Minimum Altitude Chart — ICAO should be made available, in the manner prescribed in 1.3.2, where vectoring procedures are established and minimum vectoring altitudes cannot be shown adequately on the Area Chart — ICAO, Standard Departure Chart — Instrument (SID) — ICAO or Standard Arrival Chart — Instrument (STAR) — ICAO.*		Not Applicable		
Chapter 21 Reference **21.3.1** **Standard**	**21.3 Coverage and scale** 21.3.1 The coverage of the chart shall be sufficient to effectively show the information associated with vectoring procedures.		Not Applicable		
Chapter 21 Reference **21.3.2** **Standard**	21.3.2 The chart shall be drawn to scale.		Not Applicable		
Chapter 21 Reference **21.3.3** **Recommendation**	21.3.3 **Recommendation.—** *The chart should be drawn to the same scale as the associated Area Chart — ICAO.*		Not Applicable		

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Chapter 21 Reference **21.4.1** **Recommendation**	**21.4 Projection** 21.4.1 **Recommendation.—** *A conformal projection on which a straight line approximates a geodesic line should be used.*		Not Applicable		
Chapter 21 Reference **21.4.2** **Recommendation**	21.4.2 **Recommendation.—** *Graduation marks should be placed at consistent intervals along the neat lines, as appropriate.*		Not Applicable		
Chapter 21 Reference **21.5** **Standard**	**21.5 Identification** The chart shall be identified by the name of the aerodrome for which the vectoring procedures are established or, when procedures apply to more than one aerodrome, the name associated with the airspace portrayed. *Note.— The name may be that of the city which the aerodrome serves or, when the procedures apply to more than one aerodrome, that of the air traffic services centre or the largest city or town situated in the area covered by the chart.*		Not Applicable		

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Chapter 21 Reference **21.6.1** **Standard**	**21.6 Culture and topography** 21.6.1 Generalized shorelines of all open water areas, large lakes and rivers shall be shown except where they conflict with data more applicable to the function of the chart.		Not Applicable		
Chapter 21 Reference **21.6.2** **Standard**	21.6.2 Appropriate spot elevations and obstacles shall be shown. *Note.— Appropriate spot elevations and obstacles are those provided by the procedures specialist.*		Not Applicable		
Chapter 21 Reference **21.7** **Standard**	**21.7 Magnetic variation** The average magnetic variation of the area covered by the chart shall be shown to the nearest degree.		Not Applicable		
Chapter 21 Reference **21.8.1** **Standard**	**21.8 Bearings, tracks and radials** 21.8.1 Bearings, tracks and radials shall be magnetic, except as provided for in 21.8.2.		Not Applicable		

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Chapter 21 Reference **21.8.2** **Recommendation**	21.8.2 **Recommendation.—** *In areas of high latitude, where it is determined by the appropriate authority that reference to Magnetic North is impractical, another suitable reference, i.e. True North or Grid North, should be used.*		Not Applicable		
Chapter 21 Reference **21.8.3** **Standard**	21.8.3 Where bearings, tracks or radials are given with reference to True North or Grid North, this shall be clearly indicated. When Grid North is used, its reference grid meridian shall be identified.		Not Applicable		
Chapter 21 Reference **21.9.1.1** **Standard**	**21.9 Aeronautical data** 21.9.1 Aerodromes 21.9.1.1 All aerodromes that affect the terminal routings shall be shown. Where appropriate, a runway pattern symbol shall be used.		Not Applicable		
Chapter 21 Reference **21.9.1.2** **Standard**	21.9.1.2 The elevation of the primary aerodrome to the nearest metre or foot shall be shown.		Not Applicable		

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Chapter 21 Reference **21.9.2** **Standard**	21.9.2 Prohibited, restricted and danger areas Prohibited, restricted and danger areas shall be depicted with their identification.		Not Applicable		

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Chapter 21 Reference **21.9.3.1** **Standard**	21.9.3 Air traffic services system 21.9.3.1 The chart shall show components of the established air traffic services system including: a) relevant radio navigation aids together with their identifications; b) lateral limits of relevant designated airspace; c) relevant significant points associated with standard instrument departure and arrival procedures; *Note.— Routes used in the vectoring of aircraft to and from the significant points may be shown.* d) transition altitude, where established; e) information associated with vectoring including: 1) minimum vectoring altitudes to the nearest higher 50 m or 100 ft, clearly identified; 2) lateral limits of minimum vectoring altitude sectors normally defined by bearings and radials to/from radio navigation aids to the nearest degree or, if not practicable, geographical coordinates in degrees, minutes and seconds and shown by heavy lines so as to clearly differentiate between established sectors; *Note.— In congested areas, geographical coordinates may be omitted in the interest of legibility.* 3) distance circles at 20-km or 10-NM intervals or, when practicable, 10-km or 5-NM intervals shown as fine dashed lines with the radius indicated on the		Not Applicable		

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	circumference and centred on the identified aerodrome main VOR radio navigation aid or, if not available, on the aerodrome/heliport reference point; 4) notes concerning correction for low temperature effect, as applicable; f) communications procedures including call sign(s) and channel(s) of the ATC unit(s) concerned.				
Chapter 21 Reference **21.9.3.2** **Recommendation**	21.9.3.2 **Recommendation.—** *A textual description of relevant communication failure procedures should be provided and should, whenever feasible, be shown on the chart or on the same page that contains the chart.*		Not Applicable		

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