Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	**INTERNATIONAL STANDARDS** **CHAPTER 1. DEFINITIONS** *Note 1.— Throughout the text of this document the term "service" is used as an abstract noun to designate functions, or service rendered; the term "unit" is used to designate a collective body performing a service.* *Note 2.— The designation (RR) in these definitions indicates a definition which has been extracted from the Radio Regulations of the International Telecommunication Union (ITU) (see* Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies *(Doc 9718)).* When the following terms are used in the International Standards for Rules of the Air, they have the following meanings: ***Acrobatic flight.*** Manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.	Civil Aviation Rules (CAR) Part 1.	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/.

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***ADS-C agreement.*** A reporting plan which establishes the conditions of ADS-C data reporting (i.e. data required by the air traffic services unit and frequency of ADS-C reports which have to be agreed to prior to using ADS-C in the provision of air traffic services). *Note.— The terms of the agreement will be exchanged between the ground system and the aircraft by means of a contract, or a series of contracts.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CA Rules.	
Chapter 1 Reference **Definition**	***Advisory airspace.*** An airspace of defined dimensions, or designated route, within which air traffic advisory service is available.	CARs.	Not Applicable		New Zealand does not have advisory airspace.
Chapter 1 Reference **Definition**	***Advisory route.*** A designated route along which air traffic advisory service is available.		Not Applicable		New Zealand does not have advisory routes.
Chapter 1 Reference **Definition**	***Aerodrome.*** A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.	CAR Part 1.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Aerodrome control service.*** Air traffic control service for aerodrome traffic.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Aerodrome control tower.*** A unit established to provide air traffic control service to aerodrome traffic.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Aerodrome traffic.*** All traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome. *Note.— An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit.*	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Aerodrome traffic zone.*** An airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.		Not Applicable		Not used in New Zealand.
Chapter 1 Reference **Definition**	***Aeronautical Information Publication (AIP).*** A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.	CAR Part 1.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Aeronautical station (RR S1.81).*** A land station in the aeronautical mobile service. In certain instances, an aeronautical station may be located, for example, on board ship or on a platform at sea.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Aeroplane.*** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Airborne collision avoidance system (ACAS).*** An aircraft system based on secondary surveillance radar (SSR) transponder signals which operates independently of ground-based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Aircraft.*** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Air-ground control radio station.*** An aeronautical telecommunication station having primary responsibility for handling communications pertaining to the operation and control of aircraft in a given area.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CA Rules.	

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Air-taxiing.*** Movement of a helicopter/VTOL above the surface of an aerodrome, normally in ground effect and at a ground speed normally less than 37 km/h (20 kt). *Note.— The actual height may vary, and some helicopters may require air-taxiing above 8 m (25 ft) AGL to reduce ground effect turbulence or provide clearance for cargo slingloads.*	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Air traffic.*** All aircraft in flight or operating on the manoeuvring area of an aerodrome.	Civil Aviation (CA) Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Air traffic advisory service.*** A service provided within advisory airspace to ensure separation, in so far as practical, between aircraft which are operating on IFR flight plans.	CAR Part 1.	Different in character or other means of compliance	CAR Part 1 definition substitutes "Class F airspace" for "advisory airspace".	New Zealand does not have advisory airspace.

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Air traffic control clearance.*** Authorization for an aircraft to proceed under conditions specified by an air traffic control unit. *Note 1.— For convenience, the term "air traffic control clearance" is frequently abbreviated to "clearance" when used in appropriate contexts.* *Note 2.— The abbreviated term "clearance" may be prefixed by the words "taxi", "take-off", "departure", "en route", "approach" or "landing" to indicate the particular portion of flight to which the air traffic control clearance relates.*	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Air traffic control service.*** A service provided for the purpose of: a) preventing collisions: 1) between aircraft, and 2) on the manoeuvring area between aircraft and obstructions, and b) expediting and maintaining an orderly flow of air traffic.	CA Act 1990 s2; CAR Part 1.	No Difference		Note: in 2)b) the words "a safe and efficient" are used insteao of "an orderly".
Chapter 1 Reference **Definition**	***Air traffic control unit.*** A generic term meaning variously, area control centre, approach control unit or aerodrome control tower.	CAR Part 1.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Air traffic service.*** A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Air traffic services airspaces.*** Airspaces of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified. *Note.— ATS airspaces are classified as Class A to G.*	CARs.	Different in character or other means of compliance	Not specifically defined in CARs.	Rules for designation and classification of airspace are prescribed in CAR Part 71 Designation and Classification of Airspace.
Chapter 1 Reference **Definition**	***Air traffic services reporting office.*** A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure. *Note.— An air traffic services reporting office may be established as a separate unit or combined with an existing unit, such as another air traffic services unit, or a unit of the aeronautical information service.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CA Rules.	
Chapter 1 Reference **Definition**	***Air traffic services unit.*** A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.	CAR Part 1.	No Difference		

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Airway.*** A control area or portion thereof established in the form of a corridor.		Not Applicable		No control areas in New Zealand are designated "airways".
Chapter 1 Reference **Definition**	***Alerting service.*** A service provided to notify appropriate organizations regarding aircraft in need of search and rescue aid, and assist such organizations as required.	CA Act 1990 s2; CAR Part 1.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Alternate aerodrome.*** An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following: *Take-off alternate.* An alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure. *En-route alternate.* An alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route. *Destination alternate*. An alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing. *Note.— The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.*	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Altitude.*** The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).	CAR Part 1.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Approach control service.*** Air traffic control service for arriving or departing controlled flights.	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Approach control unit.*** A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.	CAR Part 1.	Different in character or other means of compliance	"Office" used instead of "unit".	
Chapter 1 Reference **Definition**	***Appropriate ATS authority.*** The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Actual designation is in CA Act 1990 s99.
Chapter 1 Reference **Definition**	***Appropriate authority.*** a) *Regarding flight over the high seas:* The relevant authority of the State of Registry. b) *Regarding flight other than over the high seas:* The relevant authority of the State having sovereignty over the territory being overflown.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***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 control centre.*** A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Area control service.*** Air traffic control service for controlled flights in control areas.	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Area navigation (RNAV).*** A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these. *Note.— Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.*	CAR Part 1.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***ATS route.*** A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services. *Note 1.— The term "ATS route" is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure route, etc.* *Note 2.— An ATS route is defined by route specifications which include an ATS route designator, the track to or from significant points (waypoints), distance between significant points, reporting requirements and, as determined by the appropriate ATS authority, the lowest safe altitude.*	AIP New Zealand ENR 3.1 and ENR 3.2.	No Difference		
Chapter 1 Reference **Definition**	***Automatic dependent surveillance — broadcast (ADS-B).*** A means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Automatic dependent surveillance — contract (ADS-C).*** A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports. *Note.— The abbreviated term "ADS contract" is commonly used to refer to ADS event contract, ADS demand contract, ADS periodic contract or an emergency mode.*	AIPNZ GEN 2.2.	No Difference		To be added to AIPNZ definitions.

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Ceiling.*** The height above the ground or water of the base of the lowest layer of cloud below 6 000 metres (20 000 feet) covering more than half the sky.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Changeover 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.— Changeover points are established to provide the optimum balance in respect of signal strength and quality between facilities at all levels to be used and to ensure a common source of azimuth guidance for all aircraft operating along the same portion of a route segment.*	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Clearance limit.*** The point to which an aircraft is granted an air traffic control clearance.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Command and control (C2) link.*** The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.	AC102-1, 102.11(b)(8) reference.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Control area.*** A controlled airspace extending upwards from a specified limit above the earth.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Controlled aerodrome.*** An aerodrome at which air traffic control service is provided to aerodrome traffic. *Note.— The term "controlled aerodrome" indicates that air traffic control service is provided to aerodrome traffic but does not necessarily imply that a control zone exists.*	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Controlled airspace.*** An airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification. *Note.— Controlled airspace is a generic term which covers ATS airspace Classes A, B, C, D and E as described in Annex 11, 2.6.*	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Controlled flight.*** Any flight which is subject to an air traffic control clearance.	CA Act 1990 s2; CAR Part 1.	No Difference		

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Controller-pilot data link communications (CPDLC)***. A means of communication between controller and pilot, using data link for ATC communications.	AIPNZ GEN 2.2.	No Difference	Not specifically defined.	To be incorporated in 2017.
Chapter 1 Reference **Definition**	***Control zone.*** A controlled airspace extending upwards from the surface of the earth to a specified upper limit.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Cruise climb.*** An aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Cruising level.*** A level maintained during a significant portion of a flight.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Current flight plan.*** The flight plan, including changes, if any, brought about by subsequent clearances.	CAR Part 1.	Less protective or partially implemented or not implemented	Not specifically defined in respect of "current".	

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Danger area.*** An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.	CAR 71.161.	No Difference		
Chapter 1 Reference **Definition**	***Data link communications***. A form of communication intended for the exchange of messages via a data link.	CAR Part 1.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Detect and avoid.*** The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Estimated off-block time.*** The estimated time at which the aircraft will commence movement associated with departure.	AIPNZ GEN 2.2.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Estimated time of arrival.*** For IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome. For VFR flights, the time at which it is estimated that the aircraft will arrive over the aerodrome.	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Expected approach time.*** The time at which ATC expects that an arriving aircraft, following a delay, will leave the holding fix to complete its approach for a landing. *Note.— The actual time of leaving the holding fix will depend upon the approach clearance.*	AIPNZ ENR 1.5, 3.8.	No Difference		Not specifically a definition, which can be inferred from the reference.
Chapter 1 Reference **Definition**	***Filed flight plan.*** The flight plan as filed with an ATS unit by the pilot or a designated representative, without any subsequent changes.	CAR Part 1.	Less protective or partially implemented or not implemented	Not specifically defined in respect of "filed".	
Chapter 1 Reference **Definition**	***Flight crew member.*** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.	CAR Part 1.	Different in character or other means of compliance	Flight crew member means a crew member assigned by an operator for duty in an aircraft during flight time as a pilot or flight engineer.	Flight crew licences other than pilot and flight engineer are not issued by New Zealand.

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Flight information centre.*** A unit established to provide flight information service and alerting service.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Flight information region.*** An airspace of defined dimensions within which flight information service and alerting service are provided.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Flight information service.*** A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.	CA Act 1990 s2; CAR Part 1.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Flight 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**	***Flight plan.*** Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Flight visibility.*** The visibility forward from the cockpit of an aircraft in flight.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Ground visibility***. The visibility at an aerodrome as reported by an accredited observer or by automatic systems.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	
Chapter 1 Reference **Definition**	***Heading.*** The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid).	CARs.	Less protective or partially implemented or not implemented	Not specifically defined (common usage term).	
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**	***IFR.*** The symbol used to designate the instrument flight rules.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***IFR flight.*** A flight conducted in accordance with the instrument flight rules.	CAR Part 1.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***IMC.*** The symbol used to designate instrument meteorological conditions.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Instrument approach operations.*** An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations: a) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and b) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance. *Note.— Lateral and vertical navigation guidance refers to the guidance provided either by:* *a) a ground-based radio navigation aid; or* *b) computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.*	CARs, Part 1.	No Difference		Note: two separate Part 1 definitions, 2D instrument approach operation; and 3D instrument approach operation.

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Instrument approach procedure.*** A series of predetermined manoeuvres by reference to flight instruments with specified 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. Instrument approach procedures are classified as follows: *Non-precision approach (NPA) procedure*. An instrument approach procedure designed for 2D instrument approach operations Type A. *Note.— Non-precision approach procedures may be flown using a continuous descent final approach (CDFA) technique. CDFAs with advisory VNAV guidance calculated by on-board equipment are considered 3D instrument approach operations. CDFAs with manual calculation of the required rate of descent are considered 2D instrument approach operations. For more information on CDFAs, refer to PANS-OPS (Doc 8168) Volume I, Part II, Section 5.* *Approach procedure with vertical guidance (APV)*. A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A. *Precision approach (PA) procedure*. An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS Cat I) designed for 3D instrument approach operations Type A or B. *Note.— Refer to Annex 6 for instrument approach operation types.*	CARs, Part 1.	Different in character or other means of compliance	The IAP definition does not include the three classifications; precision and non-precision approaches are defined separately, as are 2D and 3D instrument approach operations; and Types A and B.	

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Instrument meteorological conditions.*** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions. *Note.— The specified minima for visual meteorological conditions are contained in Chapter 4.*	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Landing area.*** That part of a movement area intended for the landing or take-off of aircraft.	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Level.*** A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Manoeuvring area.*** That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.	CA Act 1990 s2; CAR Part 1.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***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		
Chapter 1 Reference **Definition**	***Operator.*** A person, organization or enterprise engaged in or offering to engage in an aircraft operation. *Note.— In the context of remotely piloted aircraft, an aircraft operation includes the remotely piloted aircraft system.*	CA Act 1990; CAR Part 1 "operate".	No Difference		
Chapter 1 Reference **Definition**	***Pilot-in-command.*** The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.	CA Act 1990 s2; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Pressure-altitude.*** An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.* --- * As defined in Annex 8.	CAR Part 1.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Problematic use of substances.*** The use of one or more psychoactive substances by aviation personnel in a way that: a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or b) causes or worsens an occupational, social, mental or physical problem or disorder.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs, but related rules are 67.103(c)(4) and (5).	
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		Term not used in New Zealand.
Chapter 1 Reference **Definition**	***Psychoactive substances.*** Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.	CAR 67.3.	No Difference		
Chapter 1 Reference **Definition**	***Radiotelephony***. A form of radiocommunication primarily intended for the exchange of information in the form of speech.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	Common usage term.

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Remote pilot.*** A person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Remote pilot station.*** The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Remotely piloted aircraft (RPA).*** An unmanned aircraft which is piloted from a remote pilot station.	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Remotely piloted aircraft system (RPAS).*** A remotely piloted aircraft, its associated remote pilot station(s), the required command and control links and any other components as specified in the type design.	AIPNZ GEN 2.2.	No Difference	.	
Chapter 1 Reference **Definition**	***Repetitive flight plan (RPL).*** A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units.	AIPNZ ENR 1.10, 3.	Different in character or other means of compliance	Not specifically defined, but explained in the reference.	

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Reporting point.*** A specified geographical location in relation to which the position of an aircraft can be reported.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***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 71.153.	No Difference		
Chapter 1 Reference **Definition**	***RPA observer.*** A trained and competent person designated by the operator who, by visual observation of the remotely piloted aircraft, assists the remote pilot in the safe conduct of the flight.	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Runway.*** A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.	CAR Part 1.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Runway-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.*	AC 139-6.	No Difference		
Chapter 1 Reference **Definition**	***Safety-sensitive personnel.*** Persons who might endanger aviation safety if they perform their duties and functions improperly including, but not limited to, crew members, aircraft maintenance personnel and air traffic controllers.	CARs.	Less protective or partially implemented or not implemented	Not defined in CA Rules.	
Chapter 1 Reference **Definition**	***Signal area.*** An area on an aerodrome used for the display of ground signals.		Not Applicable		No longer used in New Zealand.
Chapter 1 Reference **Definition**	***Special VFR flight.*** A VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.	CAR Part 1.	No Difference		

Report on entire Annex

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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**	***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.	AC 139-6.	No Difference		
Chapter 1 Reference **Definition**	***Terminal control area.*** A control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes.		Not Applicable		No New Zealand airspace is designated "Terminal control area".

Report on entire Annex

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Chapter 1 Reference **Definition**	***Total estimated elapsed time.*** For IFR flights, the estimated time required from take-off to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome. For VFR flights, the estimated time required from take-off to arrive over the destination aerodrome.	AIPNZ ENR 1.10, Table 1.10 - 1, item 16.	Different in character or other means of compliance	Not specifically defined in these terms, but the explanation is clear enough.	
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**	***Traffic avoidance advice.*** Advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid a collision.	CAR Part 172.	No Difference		
Chapter 1 Reference **Definition**	***Traffic information.*** Information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision.	CAR Part 1.	No Difference		

Report on entire Annex

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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		
Chapter 1 Reference **Definition**	***Unmanned free balloon.*** A non-power-driven, unmanned, lighter-than-air aircraft in free flight. *Note.— Unmanned free balloons are classified as heavy, medium or light in accordance with specifications contained in Appendix 5.*	CAR Part 101.	Different in character or other means of compliance	CAR Part 101 includes "unmanned" in the definition of "free balloon". Manned balloons are referred to simply as "balloons".	
Chapter 1 Reference **Definition**	***VFR.*** The symbol used to designate the visual flight rules.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***VFR flight.*** A flight conducted in accordance with the visual flight rules.	CAR Part 1.	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Visibility.*** Visibility for aeronautical purposes is the greater of: a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background; b) the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background. *Note 1.— The two distances have different values in air of a given extinction coefficient, and the latter b) varies with the background illumination. The former a) is represented by the meteorological optical range (MOR).* *Note. 2.— The definition applies to the observations of visibility in local routine and special reports, to the observations of prevailing and minimum visibility reported in METAR and SPECI and to the observations of ground visibility.*	CAR Part 1.	Different in character or other means of compliance	Visibility mean the ability, as determined by atmospheric conditions and expressed in units of measurement, to see and identify prominent unlighted objects by day and prominent lighted objects by night.	
Chapter 1 Reference **Definition**	***Visual line-of-sight (VLOS) operation.*** An operation in which the remote pilot or RPA observer maintains direct unaided visual contact with the remotely piloted aircraft.	AC102-1.	Different in character or other means of compliance	Not specifically defined, but explained in the AC.	
Chapter 1 Reference **Definition**	***Visual meteorological conditions.*** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima. *Note.— The specified minima are contained in Chapter 4.*	CAR Part 1.	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***VMC.*** The symbol used to designate visual meteorological conditions.	CAR Part 1.	No Difference		
Chapter 2 Reference **2.1.1** **Standard**	**CHAPTER 2. APPLICABILITY OF THE RULES OF THE AIR** **2.1 Territorial application of the rules of the air** 2.1.1 The rules of the air shall apply to aircraft bearing the nationality and registration marks of a Contracting State, wherever they may be, to the extent that they do not conflict with the rules published by the State having jurisdiction over the territory overflown. *Note.— The Council of the International Civil Aviation Organization resolved, in adopting Annex 2 in April 1948 and Amendment 1 to the said Annex in November 1951, that the Annex constitutes* Rules relating to the flight and manoeuvre of aircraft *within the meaning of Article 12 of the Convention. Over the high seas, therefore, these rules apply without exception.*	CA Act 1990 s4.	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.1.2** **Standard**	2.1.2 If, and so long as, a Contracting State has not notified the International Civil Aviation Organization to the contrary, it shall be deemed, as regards aircraft of its registration, to have agreed as follows: For purposes of flight over those parts of the high seas where a Contracting State has accepted, pursuant to a regional air navigation agreement, the responsibility of providing air traffic services, the "appropriate ATS authority" referred to in this Annex is the relevant authority designated by the State responsible for providing those services. *Note.— The phrase "regional air navigation agreement" refers to an agreement approved by the Council of ICAO normally on the advice of a Regional Air Navigation Meeting.*	CA Act 1990 s99.	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.2** **Standard**	**2.2 Compliance with the rules of the air** The operation of an aircraft either in flight or on the movement area of an aerodrome shall be in compliance with the general rules and, in addition, when in flight, either with: a) the visual flight rules; or b) the instrument flight rules. *Note 1.— Information relevant to the services provided to aircraft operating in accordance with both visual flight rules and instrument flight rules in the seven ATS airspace classes is contained in 2.6.1 and 2.6.3 of Annex 11.* *Note 2.— A pilot may elect to fly in accordance with instrument flight rules in visual meteorological conditions or may be required to do so by the appropriate ATS authority.*	CA Act 1990 s4; CAR Part 91.	No Difference		
Chapter 2 Reference **2.3.1** **Standard**	**2.3 Responsibility for compliance with the rules of the air** 2.3.1 Responsibility of pilot-in-command The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the rules of the air, except that the pilot-in-command may depart from these rules in circumstances that render such departure absolutely necessary in the interests of safety.	CA Act 1990 s13, s13A.	No Difference		

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Chapter 2 Reference **2.3.2** **Standard**	2.3.2 Pre-flight action Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.	CAR 91.217.	No Difference		
Chapter 2 Reference **2.4** **Standard**	**2.4 Authority of pilot-in-command of an aircraft** The pilot-in-command of an aircraft shall have final authority as to the disposition of the aircraft while in command.	CA Act 1990 s13.	No Difference		
Chapter 2 Reference **2.5** **Standard**	**2.5 Problematic use of psychoactive substances** No person whose function is critical to the safety of aviation (safety-sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substances.	CAR 19.7.	No Difference		

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference **3.1.1** **Standard**	**CHAPTER 3. GENERAL RULES** **3.1 Protection of persons and property** 3.1.1 Negligent or reckless operation of aircraft An aircraft shall not be operated in a negligent or reckless manner so as to endanger life or property of others.	CA Act 1990 s43A.	No Difference		
Chapter 3 Reference **3.1.2** **Standard**	3.1.2 Minimum heights Except when necessary for take-off or landing, or except by permission from the appropriate authority, aircraft shall not be flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface. *Note.— See 4.6 for minimum heights for VFR flights and 5.1.2 for minimum levels for IFR flights.*	CAR 91.311.	No Difference		

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Chapter 3 Reference **3.1.3** **Standard**	3.1.3 Cruising levels The cruising levels at which a flight or a portion of a flight is to be conducted shall be in terms of: a) flight levels, for flights at or above the lowest usable flight level or, where applicable, above the transition altitude; b) altitudes, for flights below the lowest usable flight level or, where applicable, at or below the transition altitude. *Note.— The system of flight levels is prescribed in the* Procedures for Air Navigation Services — Aircraft Operations *(Doc 8168).*	CAR 91.313; CAR 91.425.	No Difference		
Chapter 3 Reference **3.1.4** **Standard**	3.1.4 Dropping or spraying Nothing shall be dropped or sprayed from an aircraft in flight except under conditions prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.	CAR 91.235.	No Difference		
Chapter 3 Reference **3.1.5** **Standard**	3.1.5 Towing No aircraft or other object shall be towed by an aircraft, except in accordance with requirements prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.	CAR 91.709, CAR 91.711.	No Difference		

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Chapter 3 Reference **3.1.6** **Standard**	3.1.6 Parachute descents Parachute descents, other than emergency descents, shall not be made except under conditions prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.	CAR 91.705; CAR Part 105.	No Difference		
Chapter 3 Reference **3.1.7** **Standard**	3.1.7 Acrobatic flight No aircraft shall be flown acrobatically except under conditions prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.	CAR 91.701.	No Difference		

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Chapter 3 Reference **3.1.8** **Standard**	3.1.8 Formation flights Aircraft shall not be flown in formation except by pre-arrangement among the pilots-in-command of the aircraft taking part in the flight and, for formation flight in controlled airspace, in accordance with the conditions prescribed by the appropriate ATS authority(ies). These conditions shall include the following: a) the formation operates as a single aircraft with regard to navigation and position reporting; b) separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots-in-command of the other aircraft in the flight and shall include periods of transition when aircraft are manoeuvring to attain their own separation within the formation and during join-up and breakaway; and c) a distance not exceeding 1 km (0.5 NM) laterally and longitudinally and 30 m (100 ft) vertically from the flight leader shall be maintained by each aircraft.	CAR 91.227.	No Difference		
Chapter 3 Reference **3.1.9** **Standard**	3.1.9 Remotely piloted aircraft A remotely piloted aircraft shall be operated in such a manner as to minimize hazards to persons, property or other aircraft and in accordance with the conditions specified in Appendix 4.	CAR Part 102.	Different in character or other means of compliance	Rule 102.11(4) requires the operator to have a hazard register that identifies known and likely hazards, and provides for associated risk assessment and mitigation.	

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Chapter 3 Reference **3.1.10** **Standard**	3.1.10 Unmanned free balloons An unmanned free balloon shall be operated in such a manner as to minimize hazards to persons, property or other aircraft and in accordance with the conditions specified in Appendix 5.	CAR Part 101 Subpart C.	No Difference		
Chapter 3 Reference **3.1.11** **Standard**	3.1.11 Prohibited areas and restricted areas Aircraft shall not be flown in a prohibited area, or in a restricted area, the particulars of which have been duly published, except in accordance with the conditions of the restrictions or by permission of the State over whose territory the areas are established.	CAR 91.129.	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.2** **Standard**	**3.2 Avoidance of collisions** Nothing in these rules shall relieve the pilot-in-command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment, as will best avert collision. *Note 1.— It is important that vigilance for the purpose of detecting potential collisions be exercised on board an aircraft, regardless of the type of flight or the class of airspace in which the aircraft is operating, and while operating on the movement area of an aerodrome.* *Note 2.— Operating procedures for use of ACAS detailing the responsibilities of the pilot-in-command are contained in PANS-OPS (Doc 8168), Volume I, Part III, Section 3, Chapter 3.* *Note 3.— Carriage requirements for ACAS equipment are addressed in Annex 6, Part I, Chapter 6 and Part II, Chapter 6.*	CAR 91.229(a)(2).	No Difference		
Chapter 3 Reference **3.2.1** **Standard**	3.2.1 Proximity An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.	CAR 91.227.	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.2.2** **Standard**	3.2.2 Right-of-way The aircraft that has the right-of-way shall maintain its heading and speed.	CAR 91.229(a)(2).	No Difference		
Chapter 3 Reference **3.2.2.1** **Standard**	3.2.2.1 An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over, under or in front of the other, unless it passes well clear and takes into account the effect of aircraft wake turbulence.	CAR 91.229(a)(3).	No Difference		
Chapter 3 Reference **3.2.2.2** **Standard**	3.2.2.2 *Approaching head-on.* When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right.	CAR 91.229(b).	No Difference		
Chapter 3 Reference **3.2.2.3** **Standard**	3.2.2.3 *Converging.* When two aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows: a) power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons; b) airships shall give way to gliders and balloons; c) gliders shall give way to balloons; d) power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.	CAR 91.229(c).	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.2.2.4** **Standard**	3.2.2.4 *Overtaking.* An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left (port) or right (starboard) navigation lights. An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.	CAR 91.229(d), (e).	No Difference		
Chapter 3 Reference **3.2.2.5.1** **Standard**	3.2.2.5 *Landing* 3.2.2.5.1 An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of an approach to land.	CAR 91.229(f).	No Difference		
Chapter 3 Reference **3.2.2.5.2** **Standard**	3.2.2.5.2 When two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in in front of another which is in the final stages of an approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to gliders.	CAR 91.229(f).	No Difference		

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference **3.2.2.5.3** **Standard**	3.2.2.5.3 *Emergency landing.* An aircraft that is aware that another is compelled to land shall give way to that aircraft.	CAR 91.229(i).	No Difference		
Chapter 3 Reference **3.2.2.6** **Standard**	3.2.2.6 *Taking off.* An aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft taking off or about to take off.	CAR 91.229(g).	No Difference		
Chapter 3 Reference **3.2.2.7.1** **Standard**	3.2.2.7 *Surface movement of aircraft* 3.2.2.7.1 In case of danger of collision between two aircraft taxiing on the movement area of an aerodrome the following shall apply: a) when two aircraft are approaching head on, or approximately so, each shall stop or where practicable alter its course to the right so as to keep well clear; b) when two aircraft are on a converging course, the one which has the other on its right shall give way; c) an aircraft which is being overtaken by another aircraft shall have the right-of-way and the overtaking aircraft shall keep well clear of the other aircraft. *Note.— For the description of an overtaking aircraft see 3.2.2.4.*	CAR 91.229(h).	No Difference		

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference **3.2.2.7.2** **Standard**	3.2.2.7.2 An aircraft taxiing on the manoeuvring area shall stop and hold at all runway-holding positions unless otherwise authorized by the aerodrome control tower. *Note.— For runway-holding position markings and related signs, see Annex 14, Volume I, 5.2.10 and 5.4.2.*	CAR Part 91.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	
Chapter 3 Reference **3.2.2.7.3** **Standard**	3.2.2.7.3 An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further when the lights are switched off.	CAR Part 91.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference **3.2.3.1** **Standard**	3.2.3 Lights to be displayed by aircraft *Note 1.— The characteristics of lights intended to meet the requirements of 3.2.3 for aeroplanes are specified in Annex 8. Specifications for navigation lights for aeroplanes are contained in the Appendices to Parts I and II of Annex 6. Detailed technical specifications for lights for aeroplanes are contained in Volume II, Part A, Chapter 4 of the* Airworthiness Manual *(Doc 9760) and for helicopters in Part A, Chapter 5 of that document.* *Note 2.— In the context of 3.2.3.2 c) and 3.2.3.4 a) an aircraft is understood to be operating when it is taxiing or being towed or is stopped temporarily during the course of taxiing or being towed.* *Note 3.— For aircraft on the water see 3.2.6.2.* 3.2.3.1 Except as provided by 3.2.3.5, from sunset to sunrise or during any other period which may be prescribed by the appropriate authority all aircraft in flight shall display: a) anti-collision lights intended to attract attention to the aircraft; and b) navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights. *Note.— Lights fitted for other purposes, such as landing lights and airframe floodlights, may be used in addition to the anti-collision lights specified in the* Airworthiness Manual*, Volume II (Doc 9760) to enhance aircraft conspicuity.*	CAR 91.233, CAR 91.511, CAR 91.517.	No Difference		

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference **3.2.3.2** **Standard**	3.2.3.2 Except as provided by 3.2.3.5, from sunset to sunrise or during any other period prescribed by the appropriate authority: a) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights; b) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure; c) all aircraft operating on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and d) all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact. *Note.— If suitably located on the aircraft, the navigation lights referred to in 3.2.3.1 b) may also meet the requirements of 3.2.3.2 b). Red anti-collision lights fitted to meet the requirements of 3.2.3.1 a) may also meet the requirements of 3.2.3.2 c) and 3.2.3.2 d) provided they do not subject observers to harmful dazzle.*	CAR 91.233, CAR 91.511, CAR 91.517.	No Difference		
Chapter 3 Reference **3.2.3.3** **Standard**	3.2.3.3 Except as provided by 3.2.3.5, all aircraft in flight and fitted with anti-collision lights to meet the requirement of 3.2.3.1 a) shall display such lights also outside the period specified in 3.2.3.1.	CAR 91.233.	Less protective or partially implemented or not implemented	No requirement for aircraft in flight to display anti-collision lights outside the period from sunset to sunrise.	

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference **3.2.3.4** **Standard**	3.2.3.4 Except as provided by 3.2.3.5, all aircraft: a) operating on the movement area of an aerodrome and fitted with anti-collision lights to meet the requirement of 3.2.3.2 c); or b) on the movement area of an aerodrome and fitted with lights to meet the requirement of 3.2.3.2 d); shall display such lights also outside the period specified in 3.2.3.2.	CAR 91.233.	Less protective or partially implemented or not implemented	No requirement for aircraft operating on the movement area of an aerodrome to display anti-collision lights or lights to indicate engines are running outside the period from sunset to sunrise.	
Chapter 3 Reference **3.2.3.5** **Standard**	3.2.3.5 A pilot shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of 3.2.3.1, 3.2.3.2, 3.2.3.3 and 3.2.3.4 if they do or are likely to: a) adversely affect the satisfactory performance of duties; or b) subject an outside observer to harmful dazzle.	CAR 91.233(c).	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.2.4** **Standard**	3.2.4 Simulated instrument flights An aircraft shall not be flown under simulated instrument flight conditions unless: a) fully functioning dual controls are installed in the aircraft; and b) a qualified pilot occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which the observer's field of vision adequately supplements that of the safety pilot.	CAR 91.125.	Less protective or partially implemented or not implemented	Outside controlled airspace simulated instrument flight is permitted in an aircraft that is not equipped with fully functioning dual controls or pitch, roll, yaw and engine power controls that can be operated from either pilot station if the means of simulating instrument flight can be removed rapidly by the pilot in command.	

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Chapter 3 Reference **3.2.5** **Standard**	3.2.5 Operation on and in the vicinity of an aerodrome An aircraft operated on or in the vicinity of an aerodrome shall, whether or not within an aerodrome traffic zone: a) observe other aerodrome traffic for the purpose of avoiding collision; b) conform with or avoid the pattern of traffic formed by other aircraft in operation; c) make all turns to the left, when approaching for a landing and after taking off, unless otherwise instructed; d) land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable. *Note 1.— See 3.6.5.1.* *Note 2.— Additional rules may apply in aerodrome traffic zones.*	CAR 91.223.	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.2.6.1** **Standard**	3.2.6 Water operations *Note.— In addition to the provisions of 3.2.6.1 of this Annex, rules set forth in the International Regulations for Preventing Collisions at Sea, developed by the International Conference on Revision of the International Regulations for Preventing Collisions at Sea (London, 1972) may be applicable in certain cases.* 3.2.6.1 When two aircraft or an aircraft and a vessel are approaching one another and there is a risk of collision, the aircraft shall proceed with careful regard to existing circumstances and conditions including the limitations of the respective craft.	CAR 91.231.	No Difference		Note: rule incorporates by reference the International Regulations for Preventing Collisions at Sea.
Chapter 3 Reference **3.2.6.1.1** **Standard**	3.2.6.1.1 *Converging.* An aircraft which has another aircraft or a vessel on its right shall give way so as to keep well clear.	CAR 91.231.	No Difference		
Chapter 3 Reference **3.2.6.1.2** **Standard**	3.2.6.1.2 *Approaching head-on.* An aircraft approaching another aircraft or a vessel head-on, or approximately so, shall alter its heading to the right to keep well clear.	CAR 91.231.	No Difference		

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Chapter 3 Reference **3.2.6.1.3** **Standard**	3.2.6.1.3 *Overtaking.* The aircraft or vessel which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.	CAR 91.231.	No Difference		
Chapter 3 Reference **3.2.6.1.4** **Standard**	3.2.6.1.4 *Landing and taking off.* Aircraft landing on or taking off from the water shall, in so far as practicable, keep well clear of all vessels and avoid impeding their navigation.	CAR 91.231.	No Difference		

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Chapter 3 Reference **3.2.6.2** **Standard**	3.2.6.2 *Lights to be displayed by aircraft on the water*. Between sunset and sunrise or such other period between sunset and sunrise as may be prescribed by the appropriate authority, all aircraft on the water shall display lights as required by the International Regulations for Preventing Collisions at Sea (revised 1972) unless it is impractical for them to do so, in which case they shall display lights as closely similar as possible in characteristics and position to those required by the International Regulations. *Note 1.— Specifications for lights to be shown by aeroplanes on the water are contained in the Appendices to Parts I and II of Annex 6.* *Note 2.— The International Regulations for Preventing Collisions at Sea specify that the rules concerning lights shall be complied with from sunset to sunrise. Any lesser period between sunset and sunrise established in accordance with 3.2.6.2 cannot, therefore, be applied in areas where the International Regulations for Preventing Collisions at Sea apply, e.g. on the high seas.*	CAR 91.233(a)(2).	No Difference		
Chapter 3 Reference **3.3.1.1** **Standard**	**3.3 Flight plans** 3.3.1 Submission of a flight plan 3.3.1.1 Information relative to an intended flight or portion of a flight, to be provided to air traffic services units, shall be in the form of a flight plan.	CAR 91.307, CAR 91.407.	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.3.1.2** **Standard**	3.3.1.2 A flight plan shall be submitted prior to operating: a) any flight or portion thereof to be provided with air traffic control service; b) any IFR flight within advisory airspace; c) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate the provision of flight information, alerting and search and rescue services; d) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification; e) any flight across international borders. *Note.— The term "flight plan" is used to mean variously, full information on all items comprised in the flight plan description, covering the whole route of a flight, or limited information required when the purpose is to obtain a clearance for a minor portion of a flight such as to cross an airway, to take off from, or to land at a controlled aerodrome.*	CAR 91.307, CAR 91.407.	No Difference		Note: a) VFR flight in controlled airspace may be permitted without a flight plan.

Report on entire Annex

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Chapter 3 Reference **3.3.1.3** **Standard**	3.3.1.3 A flight plan shall be submitted, before departure, to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station, unless arrangements have been made for submission of repetitive flight plans.	AIPNZ ENR 1.10.	No Difference		
Chapter 3 Reference **3.3.1.4** **Standard**	3.3.1.4 Unless otherwise prescribed by the appropriate ATS authority, a flight plan for a flight to be provided with air traffic control service or air traffic advisory service shall be submitted at least sixty minutes before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate air traffic services unit at least ten minutes before the aircraft is estimated to reach: a) the intended point of entry into a control area or advisory area; or b) the point of crossing an airway or advisory route.	CAR 91.307, CAR 91.407; AIPNZ ENR 1.10.	No Difference		Note: IFR flight plans may be submitted 30 minutes before departure.

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference **3.3.2** **Standard**	3.3.2 Contents of a flight plan A flight plan shall comprise information regarding such of the following items as are considered relevant by the appropriate ATS authority: — Aircraft identification — Flight rules and type of flight — Number and type(s) of aircraft and wake turbulence category — Equipment — Departure aerodrome (see Note 1) — Estimated off-block time (see Note 2) — Cruising speed(s) — Cruising level(s) — Route to be followed — Destination aerodrome and total estimated elapsed time — Alternate aerodrome(s) — Fuel endurance — Total number of persons on board — Emergency and survival equipment — Other information.	CAR 91.307. CAR 91.407; AIPNZ ENR 1.10.	No Difference		

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	Note 1.— For flight plans submitted during flight, the information provided in respect of this item will be an indication of the location from which supplementary information concerning the flight may be obtained, if required. *Note 2.— For flight plans submitted during flight, the information to be provided in respect of this item will be the time over the first point of the route to which the flight plan relates.* *Note 3.— The term "aerodrome" where used in the flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters or balloons.*				
Chapter 3 Reference **3.3.3.1** **Standard**	3.3.3 Completion of a flight plan 3.3.3.1 Whatever the purpose for which it is submitted, a flight plan shall contain information, as applicable, on relevant items up to and including "Alternate aerodrome(s)" regarding the whole route or the portion thereof for which the flight plan is submitted.	CAR 91.307, CAR 91.407; AIPNZ ENR 1.10.	No Difference		
Chapter 3 Reference **3.3.3.2** **Standard**	3.3.3.2 It shall, in addition, contain information, as applicable, on all other items when so prescribed by the appropriate ATS authority or when otherwise deemed necessary by the person submitting the flight plan.	CAR 91.307, CAR 91.407; AIPNZ ENR 1.10.	No Difference		

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Chapter 3 Reference **3.3.4** **Standard**	3.3.4 Changes to a flight plan Subject to the provisions of 3.6.2.2, all changes to a flight plan submitted for an IFR flight, or a VFR flight operated as a controlled flight, shall be reported as soon as practicable to the appropriate air traffic services unit. For other VFR flights, significant changes to a flight plan shall be reported as soon as practicable to the appropriate air traffic services unit. *Note 1.— Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at time of departure, constitutes a significant change to the flight plan and as such must be reported.* *Note 2.— Procedures for submission of changes to repetitive flight plans are contained in the PANS-ATM (Doc 4444).*	CAR 91.307(d), CAR 91.409; AIPNZ ENR 1.10.	No Difference		
Chapter 3 Reference **3.3.5.1** **Standard**	3.3.5 Closing a flight plan 3.3.5.1 Unless otherwise prescribed by the appropriate ATS authority, a report of arrival shall be made in person, by radiotelephony or via data link at the earliest possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.	CAR 91.307(d), CAR 91.407(a)(5); AIPNZ ENR 1.10.	No Difference		
Chapter 3 Reference **3.3.5.2** **Standard**	3.3.5.2 When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.	CAR 91.307(d), CAR 91.407(a)(5); AIPNZ ENR 1.10.	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.3.5.3** **Standard**	3.3.5.3 When no air traffic services unit exists at the arrival aerodrome, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.	CAR 91.307(d), CAR 91.407(a)(5); AIPNZ ENR 1.10.	No Difference		
Chapter 3 Reference **3.3.5.4** **Standard**	3.3.5.4 When communication facilities at the arrival aerodrome are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.	CAR 91.307(d), CAR 91.407(a)(5); AIPNZ ENR 1.10.	No Difference		

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Chapter 3 Reference **3.3.5.5** **Standard**	3.3.5.5 Arrival reports made by aircraft shall contain the following elements of information: a) aircraft identification; b) departure aerodrome; c) destination aerodrome (only in the case of a diversionary landing); d) arrival aerodrome; e) time of arrival. *Note.— Whenever an arrival report is required, failure to comply with these provisions may cause serious disruption in the air traffic services and incur great expense in carrying out unnecessary search and rescue operations.*	CAR 91.307(d), CAR 91.407(a)(5); AIPNZ ENR 1.10.	Less protective or partially implemented or not implemented	Level of detail not specified in CARs or AIPNZ.	
Chapter 3 Reference **3.4.1** **Standard**	**3.4 Signals** 3.4.1 Upon observing or receiving any of the signals given in Appendix 1, aircraft shall take such action as may be required by the interpretation of the signal given in that Appendix.	CARs; AIPNZ.	Less protective or partially implemented or not implemented	No actions are specified in respect of receiving distress or urgency signals. Visual ground signals are not applicable except for that denoting closed runways or taxiways. Marshalling signals are not specified in rules or AIPNZ.	

Report on entire Annex

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Chapter 3 Reference **3.4.2** **Standard**	3.4.2 The signals of Appendix 1 shall, when used, have the meaning indicated therein. They shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.	CARs; AIPNZ.	Less protective or partially implemented or not implemented	No actions are specified in respect of receiving distress or urgency signals. Visual ground signals are not applicable except for that denoting closed runways or taxiways. Marshalling signals are not specified in rules or AIPNZ.	
Chapter 3 Reference **3.4.3** **Standard**	3.4.3 A signalman shall be responsible for providing standard marshalling signals to aircraft in a clear and precise manner using the signals shown in Appendix 1.	CARs.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	
Chapter 3 Reference **3.4.4** **Standard**	3.4.4 No person shall guide an aircraft unless trained, qualified and approved by the appropriate authority to carry out the functions of a signalman.	CARs.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	
Chapter 3 Reference **3.4.5** **Standard**	3.4.5 The signalman shall wear a distinctive fluorescent identification vest to allow the flight crew to identify that he or she is the person responsible for the marshalling operation.	CARs.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	

Report on entire Annex

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Chapter 3 Reference **3.4.6** **Standard**	3.4.6 Daylight-fluorescent wands, table-tennis bats or gloves shall be used for all signalling by all participating ground staff during daylight hours. Illuminated wands shall be used at night or in low visibility.	CARs.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	
Chapter 3 Reference **3.5.1** **Standard**	**3.5 Time** 3.5.1 Coordinated Universal Time (UTC) shall be used and shall be expressed in hours and minutes and, when required, seconds of the 24-hour day beginning at midnight.	CAR 19.3, CAR 172.101.	No Difference		
Chapter 3 Reference **3.5.2** **Standard**	3.5.2 A time check shall be obtained prior to operating a controlled flight and at such other times during the flight as may be necessary. *Note.— Such time check is normally obtained from an air traffic services unit unless other arrangements have been made by the operator or by the appropriate ATS authority.*	CAR 172.101.	No Difference		
Chapter 3 Reference **3.5.3** **Standard**	3.5.3 Wherever time is utilized in the application of data link communications, it shall be accurate to within 1 second of UTC.	CARs.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	

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Chapter 3 Reference **3.6.1.1** **Standard**	**3.6 Air traffic control service** 3.6.1 Air traffic control clearances 3.6.1.1 An air traffic control clearance shall be obtained prior to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an air traffic control unit. *Note 1.— A flight plan may cover only part of a flight, as necessary, to describe that portion of the flight or those manoeuvres which are subject to air traffic control. A clearance may cover only part of a current flight plan, as indicated in a clearance limit or by reference to specific manoeuvres such as taxiing, landing or taking off.* *Note 2.— If an air traffic control clearance is not satisfactory to a pilot-in-command of an aircraft, the pilot-in-command may request and, if practicable, will be issued an amended clearance.*	CAR 91.245.	No Difference		
Chapter 3 Reference **3.6.1.2** **Standard**	3.6.1.2 Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate air traffic control unit.	CAR 172.83; AIPNZ ENR 1.1, 10.	No Difference		

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Chapter 3 Reference **3.6.1.3** **Standard**	3.6.1.3 *Potential reclearance in flight.* If prior to departure it is anticipated that depending on fuel endurance and subject to reclearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate air traffic control units shall be so notified by the insertion in the flight plan of information concerning the revised route (where known) and the revised destination. *Note.— The intent of this provision is to facilitate a reclearance to a revised destination, normally beyond the filed destination aerodrome.*	AIPNZ ENR 1.10.	No Difference		
Chapter 3 Reference **3.6.1.4** **Standard**	3.6.1.4 An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.	CAR 91.225.	No Difference		
Chapter 3 Reference **3.6.2.1** **Standard**	3.6.2 Adherence to current flight plan 3.6.2.1 Except as provided for in 3.6.2.4, an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan for a controlled flight within the tolerances defined in paragraphs 3.6.2.1.1 to 3.6.2.2 unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate air traffic services unit shall be notified of the action taken and that this action has been taken under emergency authority.	CAR 91.409.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference **3.6.2.1.1** **Standard**	3.6.2.1.1 Unless otherwise authorized by the appropriate ATS authority, or directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable: a) when on an established ATS route, operate along the defined centre line of that route; or b) when on any other route, operate directly between the navigation facilities and/or points defining that route.	CAR 91.409.	No Difference		
Chapter 3 Reference **3.6.2.1.2** **Standard**	3.6.2.1.2 Subject to the overriding requirement in 3.6.2.1.1, an aircraft operating along an ATS route segment defined by reference to very high frequency omnidirectional radio ranges shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the changeover point, where established.	AIPNZ ENR 3.1.	No Difference		
Chapter 3 Reference **3.6.2.1.3** **Standard**	3.6.2.1.3 Deviation from the requirements in 3.6.2.1.1 shall be notified to the appropriate air traffic services unit.	CAR 91.409(c).	No Difference		

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Chapter 3 Reference **3.6.2.2** **Standard**	3.6.2.2 *Deviations from the current flight plan*. In the event that a controlled flight deviates from its current flight plan, the following action shall be taken: a) *Deviation from track:* if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable. b) *Deviation from ATC assigned Mach number/indicated airspeed:* the appropriate air traffic services unit shall be informed immediately. c) *Deviation from Mach number/true airspeed:* if the sustained Mach number/true airspeed at cruising level varies by plus or minus Mach 0.02 or more, or plus or minus 19 km/h (10 kt) true airspeed or more from the current flight plan, the appropriate air traffic services unit shall be so informed. d) *Change in time estimate:* except where ADS-C is activated and serviceable in airspace where ADS-C services are provided, if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, changes in excess of 2 minutes from that previously notified to air traffic services, or such other period of time as is prescribed by the appropriate ATS authority or on the basis of regional air navigation agreements, the flight crew shall notify the appropriate air traffic services unit as soon as possible.	CAR 91.411.	More Exacting or Exceeds	Re c) the current tolerances in the rule sill apply pending amendment. These are plus or minus five per cent of true airspeed, or plus or minus 0.1M.	Rule to be updated as soon as practicable.
Chapter 3 Reference **3.6.2.2.1** **Standard**	3.6.2.2.1 When ADS-C services are provided and ADS-C is activated, the air traffic services unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS event contract.	AIPNZ ENR 1.1, 4.4.	Less protective or partially implemented or not implemented	Not specified (depends on contract terms).	

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference **3.6.2.3** **Standard**	3.6.2.3 *Change Requests.* Requests for current flight plan changes shall include information as indicated hereunder: a) *Change of cruising level:* aircraft identification; requested new cruising level and cruising Mach number/true airspeed at this level; revised time estimates (when applicable) at subsequent reporting points or flight information region boundaries. b) *Change of Mach number/true airspeed:* aircraft identification; requested Mach number/true airspeed. c) *Change of route:* 1) *Destination unchanged:* aircraft identification; flight rules; description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence; revised time estimates; any other pertinent information. 2) *Destination changed:* aircraft identification; flight rules; description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; revised time estimates; alternate aerodrome(s); any other pertinent information.	AIPNZ ENR 1.10.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference **3.6.2.4** **Standard**	3.6.2.4 *Weather deterioration below the VMC.* When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a VFR flight operated as a controlled flight shall: a) request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required; or b) if no clearance in accordance with a) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome; or c) if operated within a control zone, request authorization to operate as a special VFR flight; or d) request clearance to operate in accordance with the instrument flight rules.	CAR Part 91 Subpart D	Less protective or partially implemented or not implemented	Level of detail not specified in CA Rules.	

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference **3.6.3.1** **Standard**	3.6.3 Position reports 3.6.3.1 Unless exempted by the appropriate ATS authority or by the appropriate air traffic services unit under conditions specified by that authority, a controlled flight shall report to the appropriate air traffic services unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any other required information. Position reports shall similarly be made in relation to additional points when requested by the appropriate air traffic services unit. In the absence of designated reporting points, position reports shall be made at intervals prescribed by the appropriate ATS authority or specified by the appropriate air traffic services unit.	CAR 91.309, CAR 91.427; AIPNZ ENR 1.1 s4 to 7.	No Difference		
Chapter 3 Reference **3.6.3.1.1** **Standard**	3.6.3.1.1 Controlled flights providing position information to the appropriate air traffic services unit via data link communications shall only provide voice position reports when requested. *Note.— The conditions and circumstances in which ADS-B or SSR Mode C transmission of pressure-altitude satisfies the requirement for level information in position reports are indicated in the PANS-ATM (Doc 4444).*	AIPNZ ENR 1.1 s4.	No Difference		
Chapter 3 Reference **3.6.4** **Standard**	3.6.4 Termination of control A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to air traffic control service.	CAR 91.307, CAR 91.407.	No Difference		

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Chapter 3 Reference **3.6.5.1** **Standard**	3.6.5 Communications 3.6.5.1 An aircraft operated as a controlled flight shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with, the appropriate air traffic control unit, except as may be prescribed by the appropriate ATS authority in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome. *Note 1.— SELCAL or similar automatic signalling devices satisfy the requirement to maintain an air-ground voice communication watch.* *Note 2.— The requirement for an aircraft to maintain an air-ground voice communication watch remains in effect after CPDLC has been established.*	CAR 91.245, CAR 91.427.	No Difference		
Chapter 3 Reference **3.6.5.2** **Standard**	3.6.5.2 *Communication failure*. If a communication failure precludes compliance with 3.6.5.1, the aircraft shall comply with the voice communication failure procedures of Annex 10, Volume II, and with such of the following procedures as are appropriate. The aircraft shall attempt to establish communications with the appropriate air traffic control unit using all other available means. In addition, the aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for such instructions as may be issued by visual signals.	CAR 91.429 (IFR); AIPNZ ENR 1.15.	No Difference		

Report on entire Annex

Annex Reference	RULES OF THE AIR Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference **3.6.5.2.1** **Standard**	3.6.5.2.1 If in visual meteorological conditions, the aircraft shall: a) continue to fly in visual meteorological conditions; land at the nearest suitable aerodrome; and report its arrival by the most expeditious means to the appropriate air traffic services unit; b) if considered advisable, complete an IFR flight in accordance with 3.6.5.2.2.	CAR 91.429; AIPNZ ENR 1.15.	No Difference		

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Chapter 3 Reference **3.6.5.2.2** **Standard**	3.6.5.2.2 If in instrument meteorological conditions or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with 3.6.5.2.1 a), the aircraft shall: a) unless otherwise prescribed on the basis of regional air navigation agreement, in airspace where radar is not used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan; b) in airspace where radar is used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following: 1) the time the last assigned level or minimum flight altitude is reached; or 2) the time the transponder is set to Code 7600; or 3) the aircraft's failure to report its position over a compulsory reporting point; whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan; c) when being radar vectored or having been directed by ATC to proceed offset using area navigation (RNAV) without a specified limit, rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;	CAR 91.429; AIPNZ ENR 1.15.	Less protective or partially implemented or not implemented	Times in a) and c) not specified in rule and AIPNZ.	

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	d) proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with e) below, hold over this aid or fix until commencement of descent; e) commence descent from the navigation aid or fix specified in d) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan; f) complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and g) land, if possible, within 30 minutes after the estimated time of arrival specified in e) or the last acknowledged expected approach time, whichever is later. *Note 1.— The provision of air traffic control service to other flights operating in the airspace concerned will be based on the premise that an aircraft experiencing communication failure will comply with the rules in 3.6.5.2.2.* *Note 2. — See also 5.1.2.*				

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Chapter 3 Reference **3.7.1** **Standard**	**3.7 Unlawful interference** 3.7.1 An aircraft which is being subjected to unlawful interference shall endeavour to notify the appropriate ATS unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimize conflict with other aircraft. *Note 1.— Responsibility of ATS units in situations of unlawful interference is contained in Annex 11.* *Note 2.— Guidance material for use when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact is contained in Attachment B to this Annex.* *Note 3.— Action to be taken by SSR-, ADS-B- and ADS-C-equipped aircraft which are being subjected to unlawful interference is contained in Annex 11, the PANS-ATM (Doc 4444) and the PANS-OPS (Doc 8168).* *Note 4.— Action to be taken by CPDLC-equipped aircraft which are being subjected to unlawful interference is contained in Annex 11, the PANS-ATM (Doc 4444), and guidance material on the subject is contained in the* Manual of Air Traffic Services Data Link Applications *(Doc 9694).*	AIPNZ ENR 1.13.	No Difference		

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Chapter 3 Reference **3.7.2** **Standard**	3.7.2 If an aircraft is subjected to unlawful interference, the pilot-in-command shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the appropriate authority unless considerations aboard the aircraft dictate otherwise. *Note 1.— Requirements for State authorities with respect to aircraft on the ground that are subject to unlawful interference are contained in Annex 17, Chapter 5, 5.2.4.* *Note 2.— See 2.4 regarding the authority of the pilot-in-command of an aircraft.*	CARs.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	

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Chapter 3 Reference **3.8.1** **Standard**	**3.8 Interception** *Note.— The word "interception" in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with Volumes II and III of the* International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual *(Doc 9731).* 3.8.1 Interception of civil aircraft shall be governed by appropriate regulations and administrative directives issued by Contracting States in compliance with the Convention on International Civil Aviation, and in particular Article 3(d) under which Contracting States undertake, when issuing regulations for their State aircraft, to have due regard for the safety of navigation of civil aircraft. Accordingly, in drafting appropriate regulations and administrative directives due regard shall be had to the provisions of Appendix 1, Section 2 and Appendix 2, Section 1. *Note.— Recognizing that it is essential for the safety of flight that any visual signals employed in the event of an interception which should be undertaken only as a last resort be correctly employed and understood by civil and military aircraft throughout the world, the Council of the International Civil Aviation Organization, when adopting the visual signals in Appendix 1 to this Annex, urged Contracting States to ensure that they be strictly adhered to by their State aircraft. As interceptions of civil aircraft are, in all cases, potentially hazardous, the Council has also formulated special recommendations which Contracting States are urged to apply in a uniform manner. These special recommendations are contained in Attachment A.*	AIPNZ ENR 1.12.	No Difference		

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Chapter 3 Reference **3.8.2** **Standard**	3.8.2 The pilot-in-command of a civil aircraft, when intercepted, shall comply with the Standards in Appendix 2, Sections 2 and 3, interpreting and responding to visual signals as specified in Appendix 1, Section 2. *Note.— See also 2.1.1 and 3.4.*	AIPNZ ENR 1.12.	No Difference		

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Chapter 3 Reference **3.9** **Standard**	**3.9 VMC visibility and distance from cloud minima** VMC visibility and distance from cloud minima are contained in Table 3-1. Table 3-1* *(see 4.1)* Altitude band Airspace class Flight visibility Distance from cloud At and above 3 050 m (10 000 ft) AMSL A*** B C D E F G 8 km 1 500 m horizontally 300 m (1 000 ft) vertically Below 3 050 m (10 000 ft) AMSL and above 900 m (3 000 ft) AMSL, or above 300 m (1 000 ft) above terrain, whichever is the higher A***B C D E F G 5 km 1 500 m horizontally 300 m (1 000 ft) vertically At and below 900 m (3 000 ft) AMSL, or 300 m (1 000 ft) above terrain, whichever is the higher A***B C D E 5 km 1 500 m horizontally 300 m (1 000 ft) vertically F G 5 km** Clear of cloud and with the surface in sight * When the height of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 should be used in lieu of 10 000 ft. ** When so prescribed by the appropriate ATS authority: a) flight visibilities reduced to not less than 1 500 m may be permitted for flights operating: 1) at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or 2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels. b) HELICOPTERS may be permitted to operate *in less than 1 500 m* flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision. *** The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.	CAR 91.301 Table 4.	More Exacting or Exceeds	Where Table 3-1 specifies 1 500 m horizontally from cloud, the rule specifies 2 km.	

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Chapter 4 Reference **4.1** **Standard**	**CHAPTER 4. VISUAL FLIGHT RULES** 4.1 Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table 3-1.	CAR 91.301 Table 4.	More Exacting or Exceeds	Where Table 3-1 specifies 1 500 m horizontally from cloud, the rule specifies 2 km.	
Chapter 4 Reference **4.2** **Standard**	4.2 Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern: a) when the ceiling is less than 450 m (1 500 ft); or b) when the ground visibility is less than 5 km.	CAR 91.301(b).	No Difference		
Chapter 4 Reference **4.3** **Standard**	4.3 VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority.	CAR 91.511.	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.4** **Standard**	4.4 Unless authorized by the appropriate ATS authority, VFR flights shall not be operated: a) above FL 200; b) at transonic and supersonic speeds.	CAR 91.313, 91.805.	No Difference		Note: VFR not permitted in Class A airspace.
Chapter 4 Reference **4.5** **Standard**	4.5 Authorization for VFR flights to operate above FL 290 shall not be granted in areas where a vertical separation minimum of 300 m (1 000 ft) is applied above FL 290.	AIPNZ ENR 1.8, 1.	Less protective or partially implemented or not implemented	VFR flights may be authorised in RVSM airspace (FL 290 – FL 410) in the New Zealand FIR (NZZC). There is no Class A airspace in the FIR.	
Chapter 4 Reference **4.6** **Standard**	4.6 Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown: a) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft; b) elsewhere than as specified in 4.6 a), at a height less than 150 m (500 ft) above the ground or water. *Note.— See also 3.1.2.*	CAR 91.311.	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.7** **Standard**	4.7 Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 900 m (3 000 ft) from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a cruising level appropriate to the track as specified in the tables of cruising levels in Appendix 3.	CAR 91.313; AIPNZ ENR 1.7 – 4.	Different in character or other means of compliance	In level cruising flight at more than 3000 feet AMSL or 1000 feet AGL (whichever is the higher: between 090 and 269 degrees, even thousands plus 500; and between 270 and 089 degrees, odd thousands plus 500.	Applies within the New Zealand FIR (NZZC). Because of the general north-south (MAG) orientation of the FIR, a north-odd, south-even (NOSE) system is applied, rather than the east-odd, west-even (EOWE) system specified in the Annex. See AIPNZ ENR 1.7 – 4 for details. Note: the EOWE system applies in the Auckland Oceanic FIR (NZZO).
Chapter 4 Reference **4.8** **Standard**	4.8 VFR flights shall comply with the provisions of 3.6: a) when operated within Classes B, C and D airspace; b) when forming part of aerodrome traffic at controlled aerodromes; or c) when operated as special VFR flights.	CAR 91.245, 91.225, 91.303.	No Difference		
Chapter 4 Reference **4.9** **Standard**	4.9 A VFR flight operating within or into areas, or along routes, designated by the appropriate ATS authority in accordance with 3.3.1.2 c) or d) shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary to, the air traffic services unit providing flight information service. *Note.— See Notes following 3.6.5.1.*	CAR 91.307.	Not Applicable		No such areas or routes designated.

Report on entire Annex

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Chapter 4 Reference **4.10** **Standard**	4.10 An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall: a) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan; or b) when so required by 3.3.1.2, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.	AIPNZ ENR 1.10.	No Difference		
Chapter 5 Reference **5.1.1** **Standard**	**CHAPTER 5. INSTRUMENT FLIGHT RULES** **5.1 Rules applicable to all IFR flights** 5.1.1 Aircraft equipment Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.	CAR 91 Subpart F.	No Difference		

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Chapter 5 Reference **5.1.2** **Standard**	5.1.2 Minimum levels Except when necessary for take-off or landing, or except when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established: a) over high terrain or in mountainous areas, at a level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft; b) elsewhere than as specified in a), at a level which is at least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft. *Note 1.— The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.* *Note 2.— See also 3.1.2.*	CAR 91.423.	No Difference		

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Chapter 5 Reference **5.1.3.1** **Standard**	5.1.3 Change from IFR flight to VFR flight 5.1.3.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.	AIPNZ ENR 1.10.	No Difference		
Chapter 5 Reference **5.1.3.2** **Standard**	5.1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.	AIPNZ ENR 1.10.	No Difference		
Chapter 5 Reference **5.2.1** **Standard**	**5.2 Rules applicable to IFR flights within controlled airspace** 5.2.1 IFR flights shall comply with the provisions of 3.6 when operated in controlled airspace.	CAR 91.245; 91.409; 91.427; 91.407; 91.245, 91.427.	No Difference		

Report on entire Annex

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Chapter 5 Reference **5.2.2** **Standard**	5.2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from: a) the tables of cruising levels in Appendix 3; or b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 for flight above FL 410; except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in Aeronautical Information Publications.	CAR 91.425; AIPNZ ENR 1.7 – 4.	Different in character or other means of compliance	In level cruising flight between 090 and 269 degrees, even thousands or flight levels as appropriate; and between 270 and 089 degrees, odd thousands or flight levels as appropriate.	Applies within the New Zealand FIR (NZZC). Because of the general north-south (MAG) orientation of the FIR, a north-odd, south-even (NOSE) system is applied, rather than the east-odd, west-even (EOWE) system specified in the Annex. See AIPNZ ENR 1.7 – 4 for details. Note: the EOWE system applies in the Auckland Oceanic FIR (NZZO). ENR 1-7, 4.2.6 provides for international flights entering, leaving or transiting the NZ FIR to flight plan that portion of the flight within the NZ FIR at a level appropriate to the Auckland Oceanic FIR.

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Chapter 5 Reference **5.3.1** **Standard**	**5.3 Rules applicable to IFR flights outside controlled airspace** 5.3.1 Cruising levels An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in: a) the tables of cruising levels in Appendix 3, except when otherwise specified by the appropriate ATS authority for flight at or below 900 m (3 000 ft) above mean sea level; or b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 for flight above FL 410. *Note.— This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.*	CAR 91.425; AIPNZ ENR 1.7 – 4.	Different in character or other means of compliance	In level cruising flight between 090 and 269 degrees, even thousands or flight levels as appropriate; and between 270 and 089 degrees, odd thousands or flight levels as appropriate.	Applies within the New Zealand FIR (NZZC). Because of the general north-south (MAG) orientation of the FIR, a north-odd, south-even (NOSE) system is applied, rather than the east-odd, west-even (EOWE) system specified in the Annex. See AIPNZ ENR 1.7 – 4 for details. Note: the EOWE system applies in the Auckland Oceanic FIR (NZZO). ENR 1-7, 4.2.6 provides for international flights entering, leaving or transiting the NZ FIR to flight plan that portion of the flight within the NZ FIR at a level appropriate to the Auckland Oceanic FIR.
Chapter 5 Reference **5.3.2** **Standard**	5.3.2 Communications An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with 3.3.1.2 c) or d) shall maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service. *Note.— See Notes following 3.6.5.1.*	CAR 91.427.	No Difference		Note: rule requires continuous listening watch regardless of area or route.

Report on entire Annex

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Chapter 5 Reference **5.3.3** **Standard**	5.3.3 Position reports An IFR flight operating outside controlled airspace and required by the appropriate ATS authority to: — submit a flight plan, — maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service, shall report position as specified in 3.6.3 for controlled flights. *Note.— Aircraft electing to use the air traffic advisory service whilst operating IFR within specified advisory airspace are expected to comply with the provisions of 3.6, except that the flight plan and changes thereto are not subjected to clearances and that two-way communication will be maintained with the unit providing the air traffic advisory service.*	CAR 91.427.	No Difference		

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