



29/4/05

Transmittal Note

SUPPLEMENT TO
ANNEX 15 — AERONAUTICAL INFORMATION SERVICES
(Twelfth Edition)

1. The attached Supplement supersedes all previous Supplements to Annex 15 and includes differences notified by Contracting States up to 29/4/05 with respect to all amendments up to and including Amendment 33.
2. This Supplement should be inserted at the end of Annex 15 (Twelfth Edition). Additional differences received from Contracting States will be issued at intervals as amendments to this Supplement.

SUPPLEMENT TO ANNEX 15 — TWELFTH EDITION

AERONAUTICAL INFORMATION SERVICES

Differences between the national regulations and practices of Contracting States and the corresponding International Standards and Recommended Practices contained in Annex 15, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

APRIL 2005

INTERNATIONAL CIVIL AVIATION ORGANIZATION

RECORD OF AMENDMENTS

[illegible]

**AMENDMENTS TO ANNEX 15 ADOPTED OR APPROVED BY THE COUNCIL
SUBSEQUENT TO THE TWELFTH EDITION ISSUED JULY 2004**

[illegible]

1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards and Recommended Practices of Annex 15 (Twelfth Edition) up to and including Amendment 33, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

<i>State</i>	<i>Date of Notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Argentina	21/10/04	1	29/4/05
Belarus	1/11/04	1	29/4/05
Canada	21/10/04	1-2	29/4/05
Chile	3/11/04	1	29/4/05
China (Hong Kong SAR)	18/11/04	1	29/4/05
Cuba	24/11/04	1-3	29/4/05
Denmark	8/10/04	1	29/4/05
France	28/10/04	1	29/4/05
Germany	22/10/04	1	29/4/05
Republic of Korea	28/6/04	1	29/4/05
Republic of Moldova	27/10/04	1	29/4/05
Romania	25/10/04	1	29/4/05
Slovakia	26/10/04	1	29/4/05
United Kingdom	22/10/04	1-3	29/4/05
United Republic of Tanzania	15/11/04	1	29/4/05
Uzbekistan	19/10/04	1-2	29/4/05

2. Contracting States which have notified ICAO that no differences exist

<i>State</i>	<i>Date of Notification</i>	<i>State</i>	<i>Date of Notification</i>
Bahrain	28/10/04	Marshall Islands	21/6/04
Barbados	30/7/04	Netherlands	30/8/04
Belgium	12/8/04	Oman	1/6/04
Bolivia	15/6/04	Singapore	20/5/04
Dominican Republic	31/5/04	Sri Lanka	26/11/04
Estonia	20/10/04	Sweden	3/11/04
Ireland	26/10/04	Tunisia	21/6/04
Latvia	15/6/04	United Arab Emirates	10/9/04
Lithuania	25/10/04	Uruguay	12/8/04
Malaysia	12/8/04		

3. Contracting States from which no information has been received

Afghanistan	Ghana	Norway
Albania	Greece	Pakistan
Algeria	Grenada	Palau
Andorra	Guatemala	Panama
Angola	Guinea	Papua New Guinea
Antigua and Barbuda	Guinea-Bissau	Paraguay
Armenia	Guyana	Peru
Australia	Haiti	Philippines
Austria	Honduras	Poland
Azerbaijan	Hungary	Portugal
Bahamas	Iceland	Qatar
Bangladesh	India	Russian Federation
Belize	Indonesia	Rwanda
Benin	Iran (Islamic Republic of)	Saint Kitts and Nevis
Bhutan	Iraq	Saint Lucia
Bosnia and Herzegovina	Israel	Saint Vincent and the Grenadines
Botswana	Italy	Samoa
Brazil	Jamaica	San Marino
Brunei Darussalam	Japan	Sao Tome and Principe
Bulgaria	Jordan	Saudi Arabia
Burkina Faso	Kazakhstan	Senegal
Burundi	Kenya	Serbia and Montenegro
Cambodia	Kiribati	Seychelles
Cameroon	Kuwait	Sierra Leone
Cape Verde	Kyrgyzstan	Slovenia
Central African Republic	Lao People's Democratic Republic	Solomon Islands
Chad	Lebanon	Somalia
China	Lesotho	South Africa
Colombia	Liberia	Spain
Comoros	Libyan Arab Jamahiriya	Sudan
Congo	Luxembourg	Suriname
Cook Islands	Madagascar	Swaziland
Costa Rica	Malawi	Switzerland
Côte d'Ivoire	Maldives	Syrian Arab Republic
Croatia	Mali	Tajikistan
Cyprus	Malta	Thailand
Czech Republic	Mauritania	The former Yugoslav Republic of Macedonia
Democratic People's Republic of Korea	Mauritius	Togo
Democratic Republic of the Congo	Mexico	Tonga
Djibouti	Micronesia (Federated States of)	Trinidad and Tobago
Ecuador	Monaco	Turkey
Egypt	Mongolia	Turkmenistan
El Salvador	Morocco	Uganda
Equatorial Guinea	Mozambique	Ukraine
Eritrea	Myanmar	United States
Ethiopia	Namibia	Vanuatu
Fiji	Nauru	Venezuela
Finland	Nepal	Viet Nam
Gabon	New Zealand	Yemen
Gambia	Nicaragua	Zambia
Georgia	Niger	Zimbabwe
	Nigeria	

4. Paragraphs with respect to which differences have been notified

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
Chapter 2	Cuba	5.1.1.4	Belarus Canada Chile Denmark Republic of Korea United Kingdom
3.2	Belarus Chile United Republic of Tanzania Uzbekistan	5.1.1.6	Canada
3.2.1	Republic of Korea	5.2.2.1	Chile
3.2.9	United Kingdom	5.2.4	Belarus Chile
3.2.10	Canada United Kingdom United Republic of Tanzania	5.2.13.3	Canada Chile Denmark Germany United Kingdom
3.3.1	Uzbekistan	5.3.4	Cuba
3.3.5	Canada	6.3	Uzbekistan
3.5	Cuba	7.1.1.1, 20)	Cuba
3.6.1	France	7.1.1.2	Canada Cuba
3.6.6	Canada Slovakia	8.1.3	Cuba Denmark
3.6.6.1	Denmark	Chapter 10	Canada Cuba United Kingdom
3.7	Uzbekistan	10.3	Republic of Moldova
3.7.1	Canada	10.4	Republic of Moldova
3.7.1.1	Belarus	10.5	Republic of Moldova
3.7.1.2	Cuba	10.6	Republic of Moldova
3.7.2	Canada Chile Republic of Moldova	10.6.1	United Republic of Tanzania
3.7.2.2	United Kingdom	10.6.1.1	Argentina
3.7.2.3	France	10.6.1.2	Argentina
3.7.2.4	United Kingdom Belarus Denmark Uzbekistan	Appendix 1	
3.7.3	Canada	GEN 1.5	United Kingdom
3.7.3.2	Cuba	GEN 2.1.3, 2)	Uzbekistan
4.1.1	Canada	GEN 2.1.3, 3)	Uzbekistan
4.1.2 c)	Canada	GEN 2.1.3, 4)	Uzbekistan
4.1.3	China (Hong Kong SAR)	GEN 2.1.4	United Kingdom
4.1.3 f)	Canada Cuba Uzbekistan	GEN 2.1.4, 2)	Cuba Romania Uzbekistan
4.2.5	United Kingdom	GEN 2.6, 3)	United Kingdom
4.2.9.1	Denmark		
4.3.7	Denmark		
4.4.5	Canada Denmark		
5.1.1.1 r)	Cuba		

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
GEN 3.1.6	Cuba Romania United Kingdom Uzbekistan	ENR 6	Chile United Kingdom
GEN 3.2.6	Belarus	AD 2	Belarus
GEN 3.2.7	Belarus	AD 2.2, 4)	Chile
GEN 3.3.5	United Kingdom	AD 2.10	United Kingdom
GEN 3.5.7, 2)	Uzbekistan	AD 2.10, 1) & 2) f)	Cuba
		AD 2.12	United Kingdom
		AD 2.12, 2)	Canada
ENR 1.4	United Kingdom	AD 2.16, 4)	Canada
ENR 1.6.1, 3)	United Kingdom	AD 2.19	United Kingdom
ENR 1.6.1, 4)	United Kingdom	AD 2.24	Chile
ENR 1.6.2	United Kingdom		China (Hong Kong SAR)
ENR 1.13	United Kingdom	AD 2.24, 10)	Cuba
ENR 2.1, 1)	Belarus	AD 3	Belarus
ENR 3.1, 1)	Belarus		Uzbekistan
ENR 3.1, 2)	Belarus	AD 3.10	United Kingdom
	China (Hong Kong SAR)	AD 3.12, 3)	Canada
ENR 3.1, 3)	Denmark	AD 3.18	United Kingdom
ENR 3.2, 1)	Belarus		
ENR 3.2, 2)	Belarus	Appendix 2	Cuba
ENR 3.3	United Kingdom	9.	Slovakia
ENR 3.3, 1)	Belarus		
ENR 3.4	Belarus	Appendix 3	Chile Cuba
	United Kingdom		
ENR 3.5	Belarus		
ENR 3.6	Belarus	Appendix 5	Cuba
ENR 3.6, 7)	United Kingdom		
ENR 4.1, 5)	Belarus	Appendix 6	
ENR 4.2	Belarus	3. 3)	Cuba
ENR 4.3	France	5.	Canada
	United Kingdom		
	Uzbekistan	Appendix 7	Chile Uzbekistan
ENR 4.4	United Kingdom		
ENR 4.4, 2)	Belarus	Table A7-1	Belarus
ENR 4.5	Belarus		Romania
	United Kingdom	Table A7-2	Germany
ENR 5.2	Belarus		Romania
ENR 5.3	Belarus	Table A7-4	Germany
	Cuba	Table A7-5	Romania
ENR 5.3.2	Cuba		
ENR 5.4	Belarus	Appendix 8	Cuba
	United Kingdom	Table A8-1	Argentina
ENR 5.4, 6)	Cuba		
ENR 5.5	Belarus		

CHAPTER 10

10.6.1.1 Argentina will ensure that the data are made available, as of January 2015, for Area 1.

10.6.1.2 Argentina will ensure that the data are made available, as of January 2015.

Appendix 8

Table A8-1 Terrain data for Areas 1 and 2 will be obtained through the digitization of the contour lines of existing topographical charts, which use the mean seal level (MSL) as the vertical reference. It will not be possible to implement vertical and horizontal accuracy in wide areas, corresponding to Areas 1 and 2.

CHAPTER 3

- 3.2 A quality system has not been introduced to date.
- 3.7.1.1 The geographical coordinates, indicating the latitude and longitude, are expressed in terms of the 1942 coordinate system.
- 3.7.2.4 Information on geoid undulation is not published.

CHAPTER 5

- 5.1.1.4 The seven-day period is observed when it is advisable.
- 5.2.4 ASHTAM are not issued.

Appendix 1

- GEN 3.2.6 The WAC is not published.
- GEN 3.2.7 The list of topographical charts and how they may be obtained are not published.
- ENR 2.1, 1) TMA lateral limits are indicated to an accuracy of 0.1 of a minute.
- ENR 3.1, 1) The geographical coordinates of the significant points defining the ATS route are indicated to an accuracy of 0.1 of a minute.
- ENR 3.1, 2) The geodesic distance between the significant points of the route is indicated to an accuracy of 1 km.
- ENR 3.2, 1) The geographical coordinates of the significant points defining the ATS route are indicated to an accuracy of 0.1 of a minute.
- ENR 3.2, 2) The geodesic distance between the significant points of the route is indicated to an accuracy of 1 km.
- ENR 3.3, 1) The geographical coordinates of the significant points defining the RNAV route are indicated to an accuracy of 0.1 of a minute.
- ENR 3.4 Helicopter routes are not published.
- ENR 3.5 Other routes are not published.
- ENR 3.6 En-route holding is not published.
- ENR 4.1, 5) The geographical coordinates of radio navigation aids are indicated to an accuracy of 0.1 of a minute.
- ENR 4.2 Special navigation systems are not published.

ENR 4.4, 2)	The geographical coordinates of significant points marked by five-letter name-code designators are indicated to an accuracy of 0.1 of a minute.
ENR 4.5	Aeronautical ground lights are not published.
ENR 5.2	Military training areas and the air defence identification zone (ADIZ) are not published.
ENR 5.3	Other activities of a dangerous nature and other potential hazards are not published.
ENR 5.4	Air navigation obstacles are not published.
ENR 5.5	Aerial sporting and recreational activities are not published.
AD 2	The geographical coordinates showing the latitude and longitude are indicated to an accuracy of 0.1 of a minute.
AD 3	Not published.

Appendix 7

Table A7-1	The geographical coordinates showing the latitude and longitude are indicated to an accuracy of 0.1 of a minute.
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CHAPTER 3

- 3.2.10 Canada does not currently have the capability of monitoring electronic aeronautical data by cyclic redundancy check (CRC).
- 3.3.5 Canada is unable to participate in the free interchange of aeronautical data covering the following supplements to AIP Canada:
- Canada Flight Supplement (CFS), Water Aerodrome Supplement (WAS), Canada Air Pilot (CAP), Enroute Low Altitude Charts, Enroute High Altitude Charts, Terminal Area Charts, Plotting Charts, Aeronautical Charts for Visual Navigation and the Designated Airspace Handbook (DAH-TP 1820).
- 3.6.6 In Canada, restricted, danger and advisory areas apply.
- 3.7.1 Canada uses the North American Datum 1983 (NAD 83) as a geodetic reference datum. NAD 83 is equivalent to the World Geodetic System — 1984 (WGS-84) for aeronautical purposes.
- 3.7.2 Canada does not publish geoid undulation.
- 3.7.3 Canada does not use a temporal reference system.

CHAPTER 4

- 4.1.1 Canada's AIP does not conform to the format specified in Appendix 1. An adequate table of contents to advertise this fact is included in the AIP.
- 4.1.2 c) A list of significant differences between Canada's national practices and the related ICAO provisions is not published in AIP Canada.
- 4.1.3 f) Canada does not publish Radar Minimum Altitude Charts.
- 4.4.5 Canada does not publish a monthly printed plain-language list of valid NOTAM including the indications of the latest AIP Amendments, checklist of AIP Supplements and AIC issued.
- Remark:* This information is issued as an AIP Canada Supplement Summary at various intervals of the AIP Amendments.

CHAPTER 5

- 5.1.1.4 It may not always be possible to give seven days' advance notice of the intended activity.
- Remark:* For special circumstances where seven days' advance notice is not possible, the NOTAM related to temporary airspace restriction will be issued with less advance notice.
- 5.1.1.6 Canada does not provide notice of AIP Amendments or AIP Supplements by NOTAM.
- Remark:* The information appears on the covering page for the AIP Amendment and is not issued as a trigger NOTAM.

- 5.2.13.3 Canada does not publish a monthly printed plain-language list of valid NOTAM including the indications of the latest AIP Amendments, AIC issued and a checklist of AIP Supplements.

Remark: The provision of a monthly printed plain-language summary of NOTAM in force by mail may contain expired NOTAM by the time it reaches recipients. To ensure that Contracting States only have current information, missing NOTAM can be obtained from NOF through AFTN.

CHAPTER 7

- 7.1.1.2 Canada does not publish snow plans.

Remark: Snow removal is standard operation procedure in Canada for all aerodrome operators. Valuable information can be found in the Canada Flight Supplement, Aerodrome/Facility Directory section, under RWY DATA, RCR (Runway Condition Report).

CHAPTER 10

Canada does not provide electronic terrain and obstacle data used in combination with aeronautical data.

Appendix 1

- AD 2.12, 2) Magnetic bearings for runways are provided, except in the Northern Domestic Airspace of Canada, where true bearings are provided.
- AD 2.16, 4) Magnetic bearings for final approach and take-off (FATO) areas are provided, except in the Northern Domestic Airspace of Canada, where true bearings are provided.
- AD 3.12, 3) Magnetic bearings for final approach and take-off (FATO) areas are provided, except in the Northern Domestic Airspace of Canada, where true bearings are provided.

Appendix 6

5. In the case of NOTAMR, Item B) provides the effective date-time group superseding the information in the previous NOTAM, not necessarily the actual date and time of the NOTAM origination.

Remark: Canada wants to maintain the former practice for the issuance of NOTAMR and permit the issuance of a NOTAMR with an effective date-time group in the future.

CHAPTER 3

- 3.2 A quality system has not yet been introduced. It is planned to implement it by 2006.
- 3.7.2 The geoid undulation reference is still not available.

CHAPTER 5

- 5.1.1.4 It is not always possible to notify the planned activity with seven days' advance notice.
- 5.2.2.1 English texts are not always included in the parts expressed in plain language.
- 5.2.4 The ASHTAM Format is not used. This information will be published in NOTAM Format.
- 5.2.13.3 A monthly printed plain-language summary of valid NOTAM is not produced.

Appendix 1

- ENR 6 The En-route Chart and index charts are not included in this section. They are published in another folder (AIP MAP) to facilitate their operational use.
- AD 2.2, 4) The geoid undulation references are still not available.
- AD 2.24 Charts related to an aerodrome are not included. The charts are published and distributed separately in an AIP MAP volume.

Appendix 3

The ASHTAM format is not used. This information is published in NOTAM Format.

Appendix 7

Not all of the data comply with the quality requirements.

CHAPTER 4

4.1.3 Hong Kong, China provides alternative charts for items i) and j) in paragraph 4.1.3 and items 6) to 9) in Appendix 1, AD 2.24.

Remark: Such alternative charts provide the relevant information in a simplified format. Therefore, withdrawal of this difference is not considered for the time being.

Appendix 1

ENR 3.1, 2) The geodetic distance is published to the nearest nautical mile.

Remark: ATS route distances to the FIR boundary fixes are to the nearest nautical mile. Withdrawal of this difference is not considered for the time being.

AD 2.24 Hong Kong, China provides alternative charts for items i) and j) in paragraph 4.1.3 and items 6) to 9) in Appendix 1, AD 2.24.

Remark: Such alternative charts provide the relevant information in a simplified format. Therefore, withdrawal of this difference is not considered for the time being.

CHAPTER 2 *AIS product.* The definition will include all aeronautical information.

CHAPTER 3

3.5* The costs of collecting and compiling NOTAM and pre-flight information bulletin (PIB) data are recovered as part of the airport and air navigation services charges. The costs of collecting and compiling PERM aeronautical information/data, including aeronautical charts, whether in printed or electronic form, will be recovered separately from the airport and air navigation services charges.

Remark: This service affects a much broader range of users that does not always coincide with the airlines operating at the international airports designated by the State, and the costs generated go beyond those associated with the pre-flight information service.

3.7.1.2* Not applied.

3.7.3.2 Not applied.

Remark: The same temporal reference system is always used.

CHAPTER 4

4.1.3 f) Will not be applied for the moment.

Remark: See the remarks on Chapter 10.

CHAPTER 5

5.1.1.1 r) Only information concerning water on the movement area will be provided.

Remark: In view of the tropical characteristics of our climate.

5.3.4 The ASHTAM Format will not be used. This information will be published in the NOTAM Format.

CHAPTER 7

7.1.1.1, 20) Not applied.

7.1.1.2 Not applied.

CHAPTER 8

8.1.3 Pre-flight information bulletins are not used in plain language. Different alternatives are offered with respect to the validity periods of the NOTAM contained in the PIB.

Remark: The text from box ECHO on the NOTAM is used.

* Recommended Practice

CHAPTER 10

Will not be applied for the moment.

Remark: Feasibility studies are being conducted on the applicability of this chapter. Its adoption will be notified in due course.

Appendix 1

GEN 2.1.4, 2) Only the geoid model used is described.

Remark: The transformation parameters will not be published.

GEN 3.1.6 Will not be applied for the moment.

Remark: See the remarks on Chapter 10.

ENR 5.3 The title "Other activities of a dangerous nature" will be retained.

Remark: Our country has no volcanoes or nuclear power stations.

ENR 5.3.2 Not applied.

ENR 5.4, 6) Will not be applied for the moment.

Remark: See the remarks on Chapter 10.

AD 2.10, 1)
and 2) f) Will not be applied for the moment.

Remark: See the remarks on Chapter 10.

AD 2.24, 10) Will not be applied for the moment.

Remark: See the remarks on Chapter 10.

Appendix 2 The SNOWTAM Format is not used.

Appendix 3 The ASHTAM Format is not used.

Appendix 5 Not applied.

Appendix 6

3. (Qualifiers) The use of the qualifier IV will be maintained.
3) (Traffic)

Remark: This is in conformity with the Selection Criteria tables which have not been amended. Furthermore, a great deal of information published by NOTAM does in practice affect both categories of flight.

Appendix 8

Will not be applied for the moment.

Remark: See the remarks on Chapter 10.

CHAPTER 3

- 3.6.6.1 Temporary areas will not be identified as specified.
- 3.7.2.4 Reference to the geoid undulation is not yet available.

CHAPTER 4

- 4.2.9.1 Regular intervals are not specified in the AIP.
- 4.3.7 As a consequence of 4.2.9.1 above, a NIL notification is not issued.
- 4.4.5 A monthly checklist of NOTAM is issued via the AFS. A separate list of the latest issued elements of the Integrated Aeronautical Information Package and a checklist of valid AIP Supplements are issued via the AFS.

CHAPTER 5

- 5.1.1.4 On activation of permanently established danger areas as published in AIP Denmark, a seven days' notice is not given. Information about actual activities in such areas within København FIR may be obtained from ACC/FIC København and at certain aerodromes from 1700 UTC the day before the activity takes place. These aerodromes are listed in AIP and VFG Denmark, ENR 5.1.
- 5.2.13.3 A printed plain-language summary of NOTAM is not produced.

CHAPTER 8

- 8.1.3 Plain-language pre-flight information bulletins (PIB) are not produced for Greenland and the Faeroe Islands.

Appendix 1

- ENR 3.1, 3) Minimum flight altitudes are not published for Greenland and the Faeroe Islands. Instead, minimum obstacle clearance altitudes are published.
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CHAPTER 3

3.6.1 Not all the texts in plain language are translated on certain charts in France.

Remark: These charts will be brought up to the Standard progressively.

3.7.2.3 France uses the French geoid model (RAF-98). The description of this model and the parameters allowing transformations of altitudes between this model and the EGM-96 model are not published.

Remark: This information will be published during 2005.

Appendix 1

ENR 4.3 The GNSS elements do not appear in the AIP.

Remark: These elements will be introduced during 2004.

CHAPTER 5

- 5.2.13.3 The publication of a monthly printed plain-language summary of NOTAM in force has been discontinued.

Appendix 7

- Table A7-2 The WGS-84 geoid undulation at aerodrome/heliport elevation position will be published only if required for the approach procedure.

- Table A7-4 In Germany, Lines 2 and 4 of this Table describe:

- 2) En-route fix formations; and
- 4) Terminal and instrument approach fix formations corresponding to the Table A7-5.

The resolution for en-route fix formations is 1 DEG instead of 1/10 DEG.

CHAPTER 3

3.2.1 Full implementation of the quality system is in progress.

Remark. Implementation proposed 1 January 2005.

CHAPTER 5

5.1.1.4 At lease seven days' advance notice is applied except that seventy-two hours' advance notice is given of military activities.

CHAPTER 3

3.7.2 Work has to be done by the State topographic agencies.

Date of compliance indicated: 31 December 2005

CHAPTER 10

10.3 to 10.6 Work has to be done by the State topographic agencies.

Date of compliance indicated: 31 December 2005

Appendix 1

GEN 2.1.4, 2)	Romania does not have the height transformation parameters between the local geoid model (Black Sea 74) and EGM-96.
GEN 3.1.6	There are no details established at the national level concerning the provision of the digital terrain data.

Appendix 7

Table A7-1	<p>Apron boundaries (polygon) De-icing\anti-icing facility (polygon) RWY holding position TWY centre line TWY intersection marking line</p> <p>will be published as soon as the data indicated will be made available.</p>
Table A7-2	<p>RWY THR — precision approach — resolution of publication TCH — precision approach — resolution of publication</p> <p>will be published as soon as the data indicated will be made available.</p>
Table A7-5	<p>TWY width TWY shoulder width RWY shoulder width</p> <p>will be published as soon as the data indicated will be made available.</p>

CHAPTER 3

- 3.6.6 Completed an identification of Temporary Segregated Area. The identification shall be composed of letters "TSA" and a number, unduplicated within the Slovak Republic.

Appendix 2

9. Completed the type of friction measuring device used in the Slovak Republic:
(Item H)

ADR	Friction meter
TFT	Tatra friction tester

CHAPTER 3

3.2.9 Coordinate information to required standard published on CD-ROM version of the AIP and as a separate database.

Remark: Means of publishing electronic AIP not available as yet.

3.2.10 Only coordinate information is CRC wrapped.

Remark: Means of publishing electronic AIP not available as yet.

3.7.2.2 OSGM02 is the geoid model used for determining heights above MSL in the UK.

Remark: EGM-96 does not meet the accuracy requirements for elevations and geoid undulation in the UK.

3.7.2.3 Parameters required for height transformation between the model and EGM-96 not published.

Remark: Parameters not available.

CHAPTER 4

4.2.5 Producing organization (NATS) not identified on every page.

Remark: The AIP is part produced by State organization (CAA).

CHAPTER 5

5.1.1.4 Unable to give seven-days' notice of the activation of established danger, restricted or prohibited areas and activities requiring temporary airspace restrictions.

Remark: Notifications of activity from authorities are often received within seven-day period prior to effective date.

5.2.13.3 A monthly printed plain-language list of valid NOTAM is not issued.

Remark: Postage and distribution processes nullify the effective use of the list. The information would be out of date as soon as it had been produced.

CHAPTER 10

Electronic terrain and obstacle databases not provided.

Remark: Data not available.

Appendix 1

GEN 1.5	General and special equipment section not populated. <i>Remark:</i> Information not available. Yet to be developed.
GEN 2.1.4	Parameters required for height transformation between the model used and EGM-96 not published. <i>Remark:</i> Parameters not available.
GEN 2.6, 3)	Decimal minutes of arc/seconds of arc not published.
GEN 3.1.6	Information not yet available.
GEN 3.3.5	Section blank, decoder to be developed.
ENR 1.4	Airspace classification not depicted as per Annex 11, Appendix 4.
ENR 1.6.1, 3)	Not used. <i>Remark:</i> Only general descriptions provided.
ENR 1.6.1, 4)	Contained in ENR 6.
ENR 1.6.2	Graphic portrayal of SSR coverage is contained in ENR 6-1-6-1 and ENR 6-1-6-2, not in ENR 1.6.2.
ENR 1.13	Information not published. <i>Remark:</i> Information not available.
ENR 3.3	Information populated in ENR 3.2.
ENR 3.4	Section not established. <i>Remark:</i> Route descriptions appear in AD 2, ENR 1.15 and ENR 6 entries and graphics.
ENR 3.6, 7)	Not published. <i>Remark:</i> Information not available.
ENR 4.3	Information yet to be produced.
ENR 4.4	Information moved due new ENR 4.3 section.
ENR 4.5	No information available. New section moved due new ENR 4.3.
ENR 5.4	Criteria placed in ENR 1.1.5.
ENR 6	ICAO En-route Chart is not published. Chart index published in GEN 3.2.

AD 2.10	Information populated using old format.
AD 2.12	Bearings given to nearest tenth of a degree; runway end coordinates not declared; TDZ high point not published. <i>Remark:</i> Information not available.
AD 2.19	Declination not published. <i>Remark:</i> New GBAS, NBAS, SBAS to be published in due course.
AD 3.10	New areas not yet applied. <i>Remark:</i> Information populated in old format.
AD 3.18	Declination not published. <i>Remark:</i> New GBAS, NBAS, SBAS to be published in due course.

CHAPTER 3

3.2 Quality system not properly organized.

Remark: Lack of capacity

Date of compliance indicated: 30 December 2005

Comment: After building capacity

3.2.10 Monitoring of electronic data by cyclic redundancy check (CRC) not implemented.

Remark: Lack of capacity

Date of compliance indicated: 30 June 2005

Comment: After building capacity

CHAPTER 10

10.6.1 Electronic terrain and obstacle data not published.

Remark: Lack of capacity

Date of compliance indicated: 30 December 2005

Comment: After building capacity

CHAPTER 3

3.2 A quality system has not yet been introduced.

Date of compliance indicated: 2005

3.3.1 There is no international NOTAM office. International NOTAM are handled by the Civil Aviation Aeronautical Information Centre State Unitary Enterprise of the Russian Federation.

Date of compliance indicated: Undetermined

3.7 The World Geodetic System — 1984 (WGS-84) is not used. The published aeronautical geographical coordinates (designating latitude and longitude) are expressed in the SK-42 coordinate system.

Date of compliance indicated: 2007

3.7.2.4 Information on the geoid undulation is not published.

Date of compliance indicated: 2007

CHAPTER 4

4.1.3 f) The Radar Minimum Altitude Chart — ICAO is not included.

CHAPTER 6

6.3 Information is not provided in electronic form.

Date of compliance indicated: Undetermined

Appendix 1

GEN 2.1.3, 2) Not yet published.

Date of compliance indicated: Undetermined

GEN 2.1.3, 3) Not yet published.

Date of compliance indicated: Undetermined

GEN 2.1.3, 4) Not yet published.

Date of compliance indicated: Undetermined

GEN 2.1.4, 2) The geoid model used is not described.

Date of compliance indicated: Undetermined

GEN 3.1.6	Electronic terrain and obstacle data are not provided. <i>Date of compliance indicated:</i> Undetermined
GEN 3.5.7, 2)	The abbreviation for the radio communication emission is not published. <i>Date of compliance indicated:</i> Undetermined
ENR 4.3	Not used. <i>Date of compliance indicated:</i> Undetermined
AD 3	There are no heliports. <i>Date of compliance indicated:</i> Undetermined
Appendix 7	They are used in accordance with the State standards in force. <i>Date of compliance indicated:</i> Undetermined
