Section	Title	Attribute	Type	Accuracy	Resolution	ICAO Integrity	DAL	Rational/ Comment	Comments/remarks
Gen 0.1	Preface	name of publishing authority	All	NA	NA	NA	NA	Not considered that integrity applies to this information	
		applicable ICAO documents	All	NA	NA	NA	NA		
		the AIP structure and established regular amendment interval	All	NA	NA	NA	NA		
		service to contact in case of detected AIP errors or omissions				NA	DAL3	Integrity applies to this information as it is one of the primary methods of ensuring that all other data in the AIP is correct and present	
Gen 0.2	Record of AIP Amendments	amendment number	All	NA	NA	NA	SR (??)	Should be noted that 0.2 is only an empty table that States complete as and when they receive Amendments. Data put in the table is very important as it validates the notifying document. If the amendment is not noted the end user may not look at the AIP as they may assume there has been no change in the last AIRAC cycle.	DAL 2!
		publication date	All	NA	NA	NA	SR (??)	Note the potential for changes to go missing subsequent to publication due to poor amendments	DAL 2!
		date inserted (for the AIRAC AIP amendments, effective date); and	All	NA	NA	NA	SR		
		initials of officer who inserted the amendment	All	NA	NA	NA	SR		
Gen 0.3	Record of AIP Supplements	AIP section(s) affected	All	NA	NA	NA	SR (??)	Note the potential for changes to go missing subsequent to publication due to poor amendments	DAL 2!
		Period of validity	All	NA	NA	NA	SR		DAL 2!
		Supplement subject	All	NA	NA	NA	SR		
		Supplement number	All	NA	NA	NA	SR (??)		DAL 2!
		Cancellation record	All	NA	NA	NA	SR (??)		DAL 2!
Gen 0.4	Checklist of AIP Pages	page number/chart title; and	All	NA	NA	NA	DAL2	Used to identify the AIP page changes for cross checking. If a page change is not there, consequences dependent on nature of change.	
		publication or effective date (day, month by name and year) of the aeronautical information	All	NA	NA	NA	DAL2	Need to be assured to the same level as the information in the above entry	
Gen 0.5	List of hand amendments to the AIP	AIP page(s) affected	All	NA	NA	NA	SR	Responsibility of the user end	NA for (e)AIP Netherlands
		amendment text; and	All	NA	NA	NA	SR		NA for (e)AIP Netherlands
		AIP Amendment number by which a hand amendment was introduced	All	NA	NA	NA	SR		NA for (e)AIP Netherlands
Gen 0.6	Table of contents to Part 1		All	NA	NA	NA	NA	Not considered that integrity applies to this information	
Gen 1	**National Regulations & Requirements**								
Gen 1.1	Designated Authorities	Telefax number	All	NA	NA	N	DAL3	Used for pre-flight planning and therefore considered to have a significant safety impact as flight operations should not be conducted if contact could not be made when needed	
		Telephone number	All	NA	NA	N	DAL3		
		Telex number	All	NA	NA	N	DAL3		
		Aeronautical fixed service (AFS) address	All	NA	NA	N	DAL3		

Section	Title	Attribute	Type	Accuracy	Resolution	ICAO Integrity	DAL	Rational/ Comment	Comments/remarks
		Name of authority	All	NA	NA	N	DAL3		
		Designated authority	All	NA	NA	N	DAL3		
		Postal address	All	NA	NA	N	DAL3		
Gen 1.2	Entry, transit and departure of aircraft	NA	All	NA	NA	N	SR	This is very difficult to specify at a high level because of the nature of regulation that may exist worldwide and that is not known	
Gen 1.3	Entry, transit and departure of passengers and crew	NA	All	NA	NA	N	SR	The safety of flight is not compromised by the carriage of passengers or crew that are in conflict with regulations	
Gen 1.4	Entry, transit and departure of cargo	NA	All	NA	NA	N	SR	The safety of flight is not compromised by the carriage of passengers or crew that are in conflict with regulations	
Gen 1.5	Aircraft instruments, equipment and flight documents	instruments, equipment (including aircraft communication, navigation and surveillance equipment) and flight documents to be carried on aircraft, including any special requirement in addition to the provisions specified in Annex 6, Part I, Chapters 6 and 7;	VFR	NA	NA	N	DAL3	The pilot is maintaining visual awareness and therefore the equipment carried is considered to be an aid rather than a primary requirement for VFR navigation. With this in mind, it is very unlikely that any item wrongly listed in the AIP would result in a risk to flight if the equipment listed is not correct and therefore not carried. Despite this, there should be other means of ensuring the continuation of the flight safely. As a result, the risk is determined to be low.	Attribute is amended
		instruments, equipment (including aircraft	IFR	NA	NA	N	DAL3	If this equipment is being used, the flight has already halted. Discussion with loss of human life vs. loss of aircraft	Halted? Rational is not clear…
		instruments, equipment (including aircraft	Future	NA	NA	NA	NA		Rationale should be defined! Like IFR?
		emergency locator transmitter (ELT), signalling devices and life-saving equipment as presented in Annex 6, Part I, 6.6 and Part II, 6.4 where so determined by regional air navigation meetings, for flights over designated land areas.	All	NA	NA	NA	NA		Rationale should be defined! Like IFR?
Gen 1.6	Summary of national regulations and international agreements/conventions	NA	All	NA	NA	N	NC	This is only a summary of the regulations and agreements and therefore, if the information is incorrect or incomplete the risk to the safety of the flight is very low.	

Section	Title	Attribute	Type	Accuracy	Resolution	ICAO Integrity	DAL	Rational/ Comment	Comments/remarks
Gen 1.7	Differences from ICAO Standards, Recommended Practices and Procedures	Difference in full text	All	NA	NA	N	DAL1	As the nature of the differences filed may affect critical data or the nature of the difference may have a major impact on the criticality of the data, the information in this section should be treated as critical	
		provision affected (Annex and edition number, paragraph);	All	NA	NA	N	DAL1		
Gen 2	**Tables and Codes**								
Gen 2.1	**Measuring system, aircraft markings, holidays**								
Gen 2.1.1	Units of measurement	NA	All	NA	NA	N	DAL1	The data should be classified as routine where the data provided is accompanied by its units of measurement. Where the units of measurement are not provided with the data, and therefore, there is a reliance on GEN 2.1.1 to fully interpret the data, then data should be set to Critical	
Gen 2.1.2	Temporal reference system	NA	All	NA	NA	N	DAL1	If the temporal reference system described is incorrect then this will affect the data, some of which is critical, for example, time-base danger areas	
Gen 2.1.3	Horizontal reference system	name/designation of the reference system;	All	NA	NA	N	DAL1	If the horizontal reference system is described incorrectly then the data in the AIP is affected, some of which is critical for example, threshold points.	
		identification of the projection;	All	NA	NA	N	DAL1		
		identification of the ellipsoid used;	All	NA	NA	N	DAL1		
		identification of the datum used;	All	NA	NA	N	DAL1		
		area(s) of application;	All	NA	NA	N	DAL1		
		an explanation, if applicable, of the asterisk used to identify those coordinates that do not meet Annex 11 and 14 accuracy requirements.	All	NA	NA	N	DAL1		
Gen 2.1.4	Vertical reference system	name/designation of the reference system;	All	NA	NA	N	DAL1	If the vertical reference system is described incorrectly then the data in the AIP is affected, some of which is critical for example, threshold points.	
		description of the geoid model used including the parameters required for height transformation between the model used and EGM-96;	All	NA	NA	N	DAL1		
		an explanation, if applicable, of the asterisk used to identify those elevations/geoid undulations that do not meet Annex 14 accuracy requirements.	All	NA	NA	N	DAL1		

Section	Title	Attribute	Type	Accuracy	Resolution	ICAO Integrity	DAL	Rational/ Comment	Comments/remarks
Gen 2.1.5	Aircraft nationality and registration marks	NA	All	NA	NA	N	NA	No safety impact on navigation foreseen	
Gen 2.1.6	Public holidays	NA	All	NA	NA	N	DAL1	If the public holidays are described incorrectly then this will affect the data, some of which is critical, for example, time-based danger areas.	What if public holidays do not coincide with legal holidays?
Gen 2.2	Abbreviations used in AIS publications	NA	All	NA	NA	N	DAL3	No significant impact on the safety of navigation foreseen	
Gen 2.3	Chart symbols	NA	VFR	NA	NA	N	DAL1	As VFR pilots use charts, it is deemed that if the symbology is wrong on the map for critical data, for example, a danger area, that there would be a risk to the safety of flight if a danger area was mistakenly entered. Charts are not the primary means of navigation so any incorrect symbology should not affect eh safety of flight.	
		NA	IFR	NA	NA	N	DAL1	VFR use only	Rational does not make sense. Chart symbols are used on all charts including IFR charts!!
		NA	Future	NA	NA	N	DAL1	VFR use only	Rational does not make sense. Chart symbols are used on all charts including IFR charts!!
Gen 2.4	Location indicators	NA	All	NA	NA	N	DAL2	This table may be used to apply NOTAM information to facilities and some of the information included may be higher than routine.	
Gen 2.5	List of radio navigation aids	type of facility/aid;	All	NA	NA	N	DAL2	This section is not considered to have a significant impact on the safety of flight as the ENR and AD sections of the AIP, related to navigation aids, are used for operations.	
		indication whether aid serves en-route (E), aerodrome (A) or dual (AE) purposes.	All	NA	NA	N	DAL2		
		Name of the station;	All	NA	NA	N	DAL2		
		Identifier	All	NA	NA	N	DAL2		
Gen 2.6	Conversion tables	other conversion tables, as appropriate.	All	NA	NA	N	DAL3	If conversions are made early in the data chain using these section, and the conversion tables are incorrect, incorrect information could be published and used later in the data chain.	
		feet and metres and vice versa;	All	NA	NA	N	DAL3		
		decimal minutes of arc and seconds of arc and vice versa;	All	NA	NA	N	DAL3		
		nautical miles and kilometres and vice versa;	All	NA	NA	N	DAL3		
Gen 2.7	Sunrise/sunset tables	time for the beginning of morning civil twilight;	All	NA	NA	N	DAL1	A VFR pilot could make a visual approach even if an airport is closed so this information would have a very low risk to the safety of a VFR flight. For IFR flights, errors would be identified during flight planning as flight plans would be disseminated to aerodromes. It is	
		time for the end of evening civil twilight.	All	NA	NA	N	DAL1		
		Time for sunset	All	NA	NA	N	DAL1		
		Time for sunrise	All	NA	NA	N	DAL1		

Section	Title	Attribute	Type	Accuracy	Resolution	ICAO Integrity	DAL	Rational/ Comment	Comments/remarks
		Date(s) for which times are given	All	NA	NA	N	DAL1	~~disseminated to aerodromes.~~ It is thought that in an emergency, it is unlikely that there tables would be used.	
		Geographical coordinates in degrees and minutes	All	NA	NA	N	DAL1		
		Station name	All	NA	NA	N	DAL1		
		ICAO location indicator	All	NA	NA	N	DAL1		
Gen 3	**Services**								
Gen 3.1	**Aeronautical information Services**								
Gen 3.1.1.	Responsible service	Telefax number	All	NA	NA	N	DAL3	This information does not have a significant safety impact on failure	
		a statement concerning the ICAO documents on which the service is based and a reference to the AIP location where differences, if any, are listed;	All	NA	NA	N	DAL3		
		an indication if service is not H24.	All	NA	NA	N	DAL3		
		Telex number	All	NA	NA	N	DAL3		
		Postal address	All	NA	NA	N	DAL3		
		Service/unit name	All	NA	NA	N	DAL3		
		AFS address	All	NA	NA	N	DAL3		
		Telephone number	All	NA	NA	N	DAL3		
Gen 3.1.2	Area of responsibility	NA	All	NA	NA	N	NA	This information is not safety related	
Gen 3.1.3	Aeronautical publications	AIP and related amendment service;	All	NA	NA	N	NA		
		AIP Supplements;	All	NA	NA	N	NA		
		AIC;	All	NA	NA	N	NA		
		NOTAM and pre-flight information bulletins (PIB);	All	NA	NA	N	NA		
		checklists and lists of valid NOTAM;	All	NA	NA	N	NA		
		how they may be obtained.	All	NA	NA	N	NA		
Gen 3.1.4	AIRAC system	NA	ALL	NA	NA	N	DAL3	Failure of this information would have limited safety impact	
Gen 3.1.5	Pre-flight information service at aerodromes/ heliports	elements of the Integrated Aeronautical Information Packages held;	All	NA	NA	N	NA	This information is not safety related	
		maps and charts held;	All	NA	NA	N	NA		
		general area of coverage of such data.	All	NA	NA	N	NA		
Gen 3.1.6	Electronic terrain and obstacle data	name of the individual, service or organization responsible;	All	NA	NA	N	NA (??)	This information is not safety related. Planning as opposed to flight ops.	Rational does not make sense. For flight OPS it is very important to know where to get charts. More important than to know who is responsible for the chart production!! Therefore at least DAL 2.
		street address and e-mail address of the individual, service or organization responsible;	All	NA	NA	N	NA (??)		
		telefax number of the individual, service or organization responsible;	All	NA	NA	N	NA (??)		

Section	Title	Attribute	Type	Accuracy	Resolution	ICAO Integrity	DAL	Rational/ Comment	Comments/remarks
		contact telephone number of the individual, service or organization responsible;	All	NA	NA	N	NA (??)		
		hours of service (time period including time zone when contact can be made);	All	NA	NA	N	NA (??)		
		online information that can be used to contact the individual, service or organization;	All	NA	NA	N	NA (??)		
		supplemental information, if necessary, on how and when to contact the individual, service or organization.	All	NA	NA	N	NA (??)		
Gen 3.2	**Aeronautical Charts**								
Gen 3.2.1	Responsible service(s)	service name;	All	NA	NA	N	DAL3	Failure of this information would have limited safety impact.	DAL 3 is OK. However, the rational does not make sense. For flight OPS it is very important to know where to get charts. More important than to know who is responsible for the chart production, which is specified as NA 3 in GEN 3.2.3!!
		postal address;	All	NA	NA	N	DAL3		
		telephone number;	All	NA	NA	N	DAL3		
		telefax number;	All	NA	NA	N	DAL3		
		telex number;	All	NA	NA	N	DAL3		
		AFS address;	All	NA	NA	N	DAL3		
		a statement concerning the ICAO documents on which the service is based and a reference to the AIP location where differences, if any, are listed;	All	NA	NA	N	DAL3		
		an indication if service is not H24.	All	NA	NA	N	DAL3		
Gen 3.2.2	Maintenance of charts	NA	All	NA	NA	N	NA	This information is not safety related.	
Gen 3.2.3	Purchase arrangements	service/sales agency(ies);	All	NA	NA	N	NA (??)	This information is not safety related.	Rational does not make sense. For flight OPS it is very important to know where to get charts. More important than to know who is responsible for the chart production, which is specified as DAL 3 in GEN 3.2.1!! Therefore at least DAL 2.
		postal address;	All	NA	NA	N	NA (??)		
		telephone number;	All	NA	NA	N	NA (??)		
		telefax number;	All	NA	NA	N	NA (??)		
		telex number;	All	NA	NA	N	NA (??)		
		AFS address.	All	NA	NA	N	NA (??)		
Gen 3.2.4	Aeronautical chart series available	NA	All	NA	NA	N	NA	This information is not safety related.	
Gen 3.2.5	List of aeronautical	title of series;	All	NA	NA	N	NA	This information is not safety related.	
		scale of series;	All	NA	NA	N	NA		

Section	Title	Attribute	Type	Accuracy	Resolution	ICAO Integrity	DAL	Rational/ Comment	Comments/remarks
	charts available	name and/or number of each chart or each sheet in a series;	All	NA	NA	N	NA		
		price per sheet;	All	NA	NA	N	NA		
		date of latest revision.	All	NA	NA	N	NA		
Gen 3.2.6	Index to the World Aeronautical Chart (WAC) — ICAO 1:1 000 000	NA	VFR	NA	NA	N	NA	This index should stimulate VFR pilots to buy the latest chart, if not already owned, which is important for VFR navigation.	
Gen 3.2.7	Topographical charts	name of service/agency(ies);	All	NA	NA	N	NA	When a VFR flight takes place the pilot is already in possession of the necessary charts so the information in this section in not needed during flight. Topographical Charts are not the primary means of navigation for IFR and future flight operations and this section would not be needed during flight.	Change IFR and Future in All and add 'Topographical' to the rational, otherwise it does not make sense.
		postal address;	All	NA	NA	N	NA		
		telephone number;	All	NA	NA	N	NA		
		telefax number;	All	NA	NA	N	NA		
		telex number;	All	NA	NA	N	NA		
		AFS address.	All	NA	NA	N	NA		
Gen 3.2.8	Corrections to charts not contained in the AIP	NA	Future	NA	NA	N	DAL3	Charts are not the primary means of navigation for IFR and future flight operations and so the pilot is unlikely to use a chart during flight.	
		NA	VFR	NA	NA	N	DAL1	This section may contain corrections to critical data.	
		NA	IFR	NA	NA	N	DAL3	Charts are not the primary means of navigation for IFR and future flight operations and so the pilot is unlikely to use a chart during flight.	The statement in the rational is not correct. Having IFR charts on board is mandatory for all IF flights. The rational is therefore only correct when GEN 3.2.8 does not list IFR charts!
Gen 3.3	**Air traffic services**								
Gen 3.3.1	Responsible service	service name;	All	NA	NA	N	DAL3	In the main, this is administrative information and the unavailability of the ATS is not foreseen as an issue as, without fail, the flight would be handed over to an operational ATS unit.	
		postal address;	All	NA	NA	N	DAL3		
		telephone number;	All	NA	NA	N	DAL3		
		telefax number;	All	NA	NA	N	DAL3		
		telex number;	All	NA	NA	N	DAL3		
		AFS address;	All	NA	NA	N	DAL3		
		a statement concerning the ICAO documents on which the service is based and a reference to the AIP location where differences, if any, are listed;	A;;	NA	NA	N	DAL3		
		an indication if service is not H24.	All	NA	NA	N	DAL3		
Gen 3.3.2	Area of responsibility	NA	All	NA	NA	N	DAL3	This information is not considered to have an impact on the safety of flight.	

Section	Title	Attribute	Type	Accuracy	Resolution	ICAO Integrity	DAL	Rational/ Comment	Comments/remarks
Gen 3.3.3	Types of services	NA	All	NA	NA	N	DAL3	This information is not considered to have an impact on the safety of flight.	
Gen 3.3.4	Coordination between the operator and ATS	NA	All	NA	NA	N	DAL3	This information is not considered to have an impact on the safety of flight.	
Gen 3.3.5	Minimum flight altitude	NA	All	NA	NA	N	DAL3	The primary source of this information is provided elsewhere in the AIP.	
Gen 3.3.6	ATS units address list	unit name;	All	NA	NA	N	DAL3	This information is considered to have limited impact on the safety of flight.	
		postal address;	All	NA	NA	N	DAL3		
		telephone number;	All	NA	NA	N	DAL3		
		telefax number;	All	NA	NA	N	DAL3		
		telex number;	All	NA	NA	N	DAL3		
		AFS address.	All	NA	NA	N	DAL3		
Gen 3.4	**Communication services**								
Gen 3.4.1	Responsible service	service name;	All	NA	NA	N	DAL3	Generally the information is not considered to have an impact on the safety of flight, although information regarding the allocation of frequency and emergency communications instructions is considered to be essential.	
		postal address;	All	NA	NA	N	DAL3		
		telephone number;	All	NA	NA	N	DAL3		
		telefax number;	All	NA	NA	N	DAL3		
			All	NA	NA	N	DAL3		
		AFS address;	All	NA	NA	N	DAL3		
		a statement concerning the ICAO documents on which the service is based and a reference to the AIP location where differences, if any, are listed;	All	NA	NA	N	DAL3		
		an indication if service is not H24.	All	NA	NA	N	DAL3		
Gen 3.4.2	Area of responsibility	NA	All	NA	NA	N	DAL3	Generally the information is not considered to have an impact on the safety of flight, although information regarding the allocation of frequency and emergency communications instructions is considered to be essential.	
Gen 3.4.3	Types of service	radio navigation services;	All	NA	NA	N	DAL3	Generally the information is not considered to have an impact on the safety of flight, although information regarding the allocation of frequency and emergency communications instructions is considered to be essential.	
		voice and/or data link service;	All	NA	NA	N	DAL3		Attribute is amended
		broadcasting service;	All	NA	NA	N	DAL3		
		language(s) used;	All	NA	NA	N	DAL3		
		an indication of where detailed information can be obtained.	All	NA	NA	N	DAL3		

Section	Title	Attribute	Type	Accuracy	Resolution	ICAO Integrity	DAL	Rational/ Comment	Comments/remarks
Gen 3.4.4	Requirements and conditions	NA	All	NA	NA	N	DAL3	Generally the information is not considered to have an impact on the safety of flight, although information regarding the allocation of frequency and emergency communications instructions is considered to be essential.	
Gen 3.5	**Meteorological services**								
Gen 3.5.1	Responsible service	service name;	All	NA	NA	N	DAL3	This information is not considered to have a significant impact on the safety of flight.	
		postal address;	All	NA	NA	N	DAL3		
		telephone number;	All	NA	NA	N	DAL3		
		telefax number;	All	NA	NA	N	DAL3		
		telex number;	All	NA	NA	N	DAL3		
		AFS address;	All	NA	NA	N			
		a statement concerning the ICAO documents on which the service is based and a reference to the AIP location where differences, if any, are listed;	All	NA	NA	N	DAL3		
		an indication if service is not H24.	All	NA	NA	N	DAL3		
Gen 3.5.2	Area of responsibility	NA	All	NA	NA	N	DAL3	This information is not considered to have a significant impact on the safety of flight.	
Gen 3.5.3	Meteorological observations and reports	name of the station and the ICAO location indicator;	All	NA	NA	N	DAL2	It was considered that the information in this section would be Essential in adverse weather situations	Rational does not make sense. Weather info is crucial for all flight stages and in all weather situations!! A pilot must know of what the weather is on the entire route.
		type and frequency of observation including an indication of automatic observing equipment;	All	NA	NA	N	DAL2		
		types of meteorological reports (e.g. METAR) and availability of a trend forecast;	All	NA	NA	N	DAL2		
		specific type of observation system and number of observation sites used to observe and report surface wind, visibility, runway visual range, cloud base, temperature and, where applicable, wind shear (e.g. anemometer at intersection of runways, transmissometer next to touchdown zone, etc.);	All	NA	NA	N	DAL2		
		hours of operation;	All	NA	NA	N	DAL2		
		indication of aeronautical climatological information available.	All	NA	NA	N	DAL2		

Section	Title	Attribute	Type	Accuracy	Resolution	ICAO Integrity	DAL	Rational/ Comment	Comments/remarks
Gen 3.5.4	Types of services	NA	All	NA	NA	N	DAL3	This information is not considered to have a significant impact of the safety of flight.	
Gen 3.5.5	Notification required from operators	NA	All	NA	NA	N	DAL3	This information is not considered to have a significant impact on the safety of flight.	
Gen 3.5.6	Aircraft reports	NA	All	NA	NA	N	DAL3	This information is considered to have a limited impact on the safety of flight.	
Gen 3.5.7	VOLMET service	name of transmitting station;	All	NA	NA	N	DAL2	It is foreseen that there may be a possible impact on the safety of flight through the non-availability of the VOLMET service.	
		call sign or identification and abbreviation for the radio communication emission;	All	NA	NA	N	DAL2		
		frequency or frequencies used for broadcast;	All	NA	NA	N	DAL2		
		broadcasting period;	All	NA	NA	N	DAL2		
		hours of service;	All	NA	NA	N	DAL2		
		list of aerodromes/heliports for which reports and/or forecasts are included;	All	NA	NA	N	DAL2		
		reports, forecasts and SIGMET information included and remarks.	All	NA	NA	N	DAL2		
Gen 3.5.8	SIGMET and AIRMET service	name of the meteorological watch office, ICAO location indicator;	All	NA	NA	N	DAL2	It is foreseen that there may be a possible impact on the safety of flight through the non-availability of the SIGMET and/or AIRMET service.	
		hours of service;	All	NA	NA	N	DAL2		
		flight information region(s) or control area(s) served;	All	NA	NA	N	DAL2		
		types of SIGMET information issued (SIGMET, SST SIGMET) and validity periods;	All	NA	NA	N	DAL2		
		specific procedures applied to SIGMET information (e.g. for volcanic ash and tropical cyclones);	All	NA	NA	N	DAL2		
		procedures applied to AIRMET information (in accordance with relevant regional air navigation agreements);	All	NA	NA	N	DAL2		
		the air traffic services unit(s) provided with SIGMET and AIRMET information;	All	NA	NA	N	DAL2		
		additional information (e.g. concerning any limitation of service, etc.).	All	NA	NA	N	DAL2		

Section	Title	Attribute	Type	Accuracy	Resolution	ICAO Integrity	DAL	Rational/ Comment	Comments/remarks
Gen 3.5.9	Other automated meteorological services	service name;	All	NA	NA	N	SR	The information provided in this section is not core navigation data and is provided for information only.	
		information available;	All	NA	NA	N	SR		
		areas, routes and aerodromes covered;	All	NA	NA	N	SR		
		telephone, telex and telefax number(s).	All	NA	NA	N	SR		
Gen 3.6	**Search and rescue**								
Gen 3.6.1	Responsible service(s)	service/unit name;	All	NA	NA	N	SR	The information provided in this section is not core navigation data and is provided for information only.	
		postal address;	All	NA	NA	N	SR		
		telephone number;	All	NA	NA	N	SR		
		telefax number;	All	NA	NA	N	SR		
		telex number;	All	NA	NA	N	SR		
		AFS address;	All	NA	NA	N	SR		
		a statement concerning the ICAO documents on which the service is based and a reference to the AIP location where differences, if any, are listed.	All	NA	NA	N	SR		
Gen 3.6.2	Area of responsibility	NA	All	NA	NA	N	SR	The information provided in this section is not core navigation data and is provided for information only.	
Gen 3.6.3	Types of service	NA	All	NA	NA	N	SR	The information provided in this section is not core navigation data and is provided for information only.	
Gen 3.6.4	SAR agreements	NA	All	NA	NA	N	SR	The information provided in this section is not core navigation data and is provided for information only.	
Gen 3.6.5	Conditions of availability	NA	All	NA	NA	N	SR	The information provided in this section is not core navigation data and is provided for information only.	
Gen 3.6.6	Procedures and signals used	NA	All	NA	NA	N	SR	The information provided in this section is not core navigation data and is provided for information only.	
Gen 4	**Charges for aerodromes/heliports and air navigation services**								
Gen 4.1	Aerodrome/ heliport charges	landing of aircraft;	All	NA	NA	N	NA	Charging has no impact on the safety of flight.	
		parking, hangarage and long-term storage of aircraft;	All	NA	NA	N	NA		
		passenger service;	All	NA	NA	N	NA		
		security;	All	NA	NA	N	NA		
		noise-related items;	All	NA	NA	N	NA		
		other (customs, health, immigration, etc.);	All	NA	NA	N	NA		
		exemptions/reductions;	All	NA	NA	N	NA		
		methods of payment.	All	NA	NA	N	NA		
Gen 4.2	Air navigation services charges	approach control;	All	NA	NA	N	NA	Charging has no impact on the safety of flight.	
		route air navigation services;	All	NA	NA	N	NA		

Section	Title	Attribute	Type	Accuracy	Resolution	ICAO Integrity	DAL	Rational/ Comment	Comments/remarks
		cost basis for air navigation services and exemptions/ reductions;	All	NA	NA	N	NA		
		methods of payment.	All	NA	NA	N	NA		

Section	Title	Attribute	Type	Accuracy	Resolution	ICAO Integrity	DAL	Rational/ Comment	Comments/remarks
ENR 0	**General**								
ENR 0.6	Table of contents to Part 2	NA	All	NA	NA	NA	NA	It is not considered that integrity applies to this information.	
ENR 1	General rules and procedures								
ENR 1.1	General rules	NA	All	NA	NA	N	SR	The information is a first point of reference but the detailed rules are included elsewhere. The general rules may be used by individual States to cover the general context in which the individual State operates. Categorisation is highly dependent on State usage.	
ENR 1.2	Visual flight rules	NA	VFR	NA	NA	N	DAL1	Rules for visibility and heights are provided in this section which is significant to VFR users. Any flight rule should be critical, especially VFR.	
ENR 1.3	Instrument flight rules	NA	IFR	NA	NA	N	DAL1	Although the IFR is ruled based the pilot is unlikely to refer to the AIP in flight.	Rational is not clear
ENR 1.4	ATS airspace classification	NA	All	NA	NA	N	DAL2	Incorrect ATS airspace classification is not considered to be a significant risk to safety given that safeguards exist. The only risk identified involves unexpected VFR entry into controlled airspace, as the aircraft may not be transponder fitted.	Not significant?
ENR 1.5	**Holding, approach and departure procedures**								
ENR 1.5.1	General	NA	All	NA	NA	N	NA (??)	The information provided includes recommendations and maximum speeds. The rules of flight take precedence over these procedures. There are a large number of checks after this initial stage.	If the rational is correct, then surely DAL3.
ENR 1.5.2	Arriving flights	NA	All	NA	NA	N	DAL3	The information provided includes recommendations and maximum speeds. The rules of flight take precedence over these procedures.	
ENR 1.5.3	Departing flights	NA	All	NA	NA	N	DAL3	The information provided includes recommendations and maximum speeds. The rules of flight take precedence over these procedures.	
ENR 1.6	**Radar services and procedures**								
ENR 1.6.1	Primary radar	Supplementary services	All	NA	NA	N	DAL3	As this section contains guidance on equipment failure, an error would add to the already increased risk resulting from the failure of the equipment. It is not considered to be critical as there would be other means of mitigation in place.	
		Application of radar control service	All	NA	NA	N	DAL3		
		Radar and air-ground communication failure procedures	All	NA	NA	N	DAL3		Attribute is amended.
		Voice and CPDLC position reporting requirements	All	NA	NA	N	DAL3		Attribute is amended.

		Graphic portrayal of area of radar coverage	All	NA	NA	N	DAL3		
ENR 1.6.2	Secondary surveillance radar	Emergency procedures	All	NA	NA	N	DAL3	The AIP would not normally be referred to for SSR codes. In general, the pilot is assigned a code on start-up or hand-over so any risk to a flight resulting from the incorrect information being included in the AIP is considered to be very low. NOTE – with regards to 'dormant failures' need to define inspection periods. Review data items that are potentially of this nature.	
		air-ground communication failure and unlawful interference procedures	All	NA	NA	N	DAL3		
		The system of SSR code assignment	All	NA	NA	N	DAL3		
		Voice and CPDLC position reporting requirements	All	NA	NA	N	DAL3		Attribute is amended.
		Graphic portrayal of area of radar coverage	All	NA	NA	N	DAL3		Attribute is amended.
ENR 1.6.3	ADS-B	Emergency procedures				N	DAL3	As this section contains guidance on equipment failure, an error would add to the already increased risk resulting from the failure of the equipment. It is not considered to be critical as there would be other means of mitigation in place.	
		air-ground communication failure and unlawful interference procedures				N	DAL3		
		aircraft identification requirements				N	DAL3		
		voice and CPDLC position reporting requirements				N	DAL3		
		Graphic portrayal of area of ADS-B coverage.				N	DAL3		
ENR 1.7	Altimeter setting procedures	Brief introduction with a statement concerning ICAO documents on which procedures are based, along with differences.	All	NA	NA	N	DAL3	The risk resulting from the incorrect altimeter setting procedures in the AIP is considered to be minimal as the altimeter pressures are provided elsewhere. The information in this section of the AIP is considered to be general information. Pilots are trained about altimeter setting, multiple sources of QNH.	
		Basic altimeter setting procedures	All	NA	NA	N	DAL3		
		Description of altimeter setting region	All	NA	NA	N	DAL3		
		Procedures applicable to operators	All	NA	NA	N	DAL3		
		Table of cruising levels.	All	NA	NA	N	DAL3		

ENR 1.8	Regional supplementary procedures	NA	All	NA	NA	N	SR	Insufficient content was identified to be able to make a judgement on the integrity on the data contained in this section of the AIP.	
ENR 1.9	Air traffic flow management (ATFM)	AFTM structure, service area, service provided, location of unit(s) and hours of operation	All	NA	NA	N	NA	As the information in this section of the AIP is relevant to flight planning, it is considered likely that any error in the content of this section would be identified at this stage and, therefore resolved before a flight is underway.	
		Types of flow messages and descriptions of formats	All	NA	NA	N	NA		
		Procedures applicable for departing flights containing service responsible for provision of information on applied AFTM measures, flight plan requirements and slot allocations.	All	NA	NA	N	NA		
ENR 1.10	Flight planning	Procedures for submission of flight plan	All	NA	NA	N	DAL3	As the information in this section of the AIP is relevant to flight planning, it is considered likely that any error in the content of this section would be identified at this stage and, therefore resolved before a flight is underway.	
		Repetitive flight plan system	All	NA	NA	N	DAL3		
		Changes to submitted flight plan	All	NA	NA	N	DAL3	This can happen late e.g. different vortex type due to inaccurate procedure publication. Mitigations in Air Traffic Environment – aircraft type is reported to approach control.	
ENR 1.11	Addressing of flight plan messages	Category of flight	All	NA	NA	N	DAL3	This section is generally relevant to pre-flight operations and therefore poses minimal risk to the safety of a flight. If a flight plan has not been filed then the flight may not be able to take off. If a flight plan was not filed then one would have to be filed in flight or there is a possibility that the flight would be refused entry to controlled airspace.	

ENR 1.12	Interception of civil aircraft	NA	All	NA	NA	N	DAL2	There could be implications if the interception procedures were not complied with as a result of them being incorrectly represented in the AIP. The decision could be to shoot down an aircraft if it refused to comply with the procedures. There are further mitigations within military procedures and also pilot discretion.	
ENR 1.13	Unlawful interference	NA	All	NA	NA	N	DAL3	An assessment of a sample set of AIP content was carried out and it was concluded that of the information available, the content included general guidance.	
ENR 1.14	Air traffic incidents	Definition of air traffic incidents	All	NA	NA	N	NA	This section deals with the reporting of incidents only and so has no impact on the safety of fight.	Correct typo. Seal must probably read deals.
		Use of the "Air Traffic Incident Reporting Form"	All	NA	NA	N	NA		
		Reporting procedures	All	NA	NA	N	NA		
		Purpose of reporting and handling of form.	All	NA	NA	N	NA		
ENR 2	**Air traffic services airspace**								
ENR 2.1	FIR, UIR, TMA	Name, geographical co-ordinates of FIR / UIR lateral limits and TMA lateral limits, vertical limits, class of airspace	All	FIR boundary points: 2km (Annex 11)	FIR boundary points: 1 min (Annex 15)	Y – Routine	NC	There may be an increased risk resulting from incorrect information in a busy area.	
		Identification of unit providing service	All	FIR boundary points: 2km (Annex 11) NA	FIR boundary points: 1 min (Annex 15) NA	Y – Routine (??)	NC (??)		This must be a typo. Accuracy and Resolution are not applicable. ICAO integrity is not defined. NC can therefore not be used and the DAL must therefore be re-determined.
		Call sign of aeronautical station serving unit, language(s) used, specifying area and conditions, when and where to be used	All	FIR boundary points: 2km (Annex 11) NA	FIR boundary points: 1 min (Annex 15) NA	Y – Routine (??)	NC (??)		This must be a typo. Accuracy and Resolution are not applicable. ICAO integrity is not defined. NC can therefore not be used and the DAL must therefore be re-determined.
		Frequencies supplemented by indications for specific purposes	All	FIR boundary points: 2km (Annex 11) NA	FIR boundary points: 1 min (Annex 15) NA	Y – Routine (??)	NC (??)		This must be a typo. Accuracy and Resolution are not applicable. ICAO integrity is not defined. NC can therefore not be used and the DAL must therefore be re-determined.
		Remarks	All	FIR boundary points: 2km (Annex 11) NA	FIR boundary points: 1 min (Annex 15) NA	Y – Routine (??)	NC (??)		This must be typo. Accuracy and Resolution are not applicable. ICAO integrity is not defined. NC can therefore not be used and the DAL must therefore be re-determined.

ENR 2.2	Other regulated airspace	NA	All	FIR boundary points: 2km (Annex 11)	FIR boundary points: 1 min (Annex 15)	Y – Routine	NC	There may be an increased risk resulting from incorrect information in a busy area.	
ENR 3	**ATS routes**								
ENR 3.1	Lower ATS routes	Route designator, designation of the navigation specification(s) applicable to a specific segment, names, coded designators or name-codes and geographical co-ordinates of all significant points defining the route including "compulsory" or "on-request" reporting points	IFR	100m	1sec.	Y - Essential	DAL2 (??)	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Probably DAL 1! Waypoints are marked as essential by ICAO. Attribute amended by ICAO.
			Future	100m	1sec.	Y- Essential	DAL2 (??)		
			VFR	NA	NA	N	NA	This is not needed for VFR flights.	Add NA
		Tracks or VOR radials, geodesic distance between each successive designated significant point, in the case of VOR radials, changeover points.	IFR	Nearest degree for tracks or VOR radials. Nearest tenth of a km or tenth of a nautical mile for distance.	VOR radials: 1° Distance: 1/10 NM 1/10 km	Y - Routine	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Accuracy and resolution are defined by ICAO.
			Future	Nearest degree for tracks or VOR radials. Nearest tenth of a km or tenth of a nautical mile for distance.	VOR radials: 1° Distance: 1/10 NM 1/10 km	Y - Routine	DAL2		Accuracy and resolution are defined by ICAO.
			VFR	NA	NA	N	NA	This is not needed for VFR flights.	Add NA
		Upper and lower limits or minimum flight altitudes, and airspace classification	IFR	Nearest 50m or 100ft	50m or 100ft	Y - Routine	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Accuracy is defined in metres only. The publication resolution 50m or 100ft is specified by ICAO for enroute minimum altitude. ICAO integrity is Routine.
			Future	Nearest 50m or 100ft	50m or 100ft	Y - Routine	DAL2	.	Accuracy is defined in metres only. The publication resolution 50m or 100ft is specified by ICAO for enroute minimum altitude. ICAO integrity is Routine.
			VFR	NA	NA	N	NA	This is not needed for VFR flights.	Add NA
		Lateral limits	IFR	Nearest 50m (??)	0 (??)	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Accuracy, publication resolution is not defined for the lateral limits.
			Future	Nearest 50m (??)	0 (??)	N	DAL2		Accuracy, publication resolution is not defined for the lateral limits.
			VFR	NA	NA	N	NA	This is not needed for VFR flights.	Add NA

		Direction of cruising levels	IFR	NA	NA	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	NA	This is not needed for VFR flights.	
		Remarks, including indication of controlling unit and its operating frequency, and any navigation specification(s) limitations.	VFR	NA	NA	N	NA	This is not needed for VFR flights.	Attribute is amended by ICAO
			IFR	NA	NA	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	
			Future	NA	NA	N	DAL2		
ENR 3.2	Upper ATS routes	Route designator, designation of the navigation specification(s) applicable to a specific segment, names, coded designators or name-codes and geographical co-ordinates of all significant points defining the route including “compulsory” or “on-request” reporting points	IFR	100m	1sec.	Y - Essential	DAL2 (??)	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	DAL 1! Waypoints are marked as essential by ICAO. Attribute amended by ICAO.
			Future	100m	1sec.	Y - Essential	DAL2 (??)		DAL 1! Waypoints are marked as essential by ICAO
			VFR	NA	NA	N	NA	This is not needed for VFR flights.	Not applicable for VFR
		Tracks or VOR radials, geodesic distance between each successive designated significant point, in the case of VOR radials, changeover points.	IFR	Nearest degree for tracks or VOR radials.	VOR radials: 1° Distance: 1/10 NM 1/10 km	Y - Routine	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Accuracy and resolution are defined by ICAO.
			Future	Nearest degree for tracks or VOR radials.	VOR radials: 1° Distance: 1/10 NM 1/10 km	Y - Routine	DAL2		Accuracy and resolution are defined by ICAO.
			VFR	NA	NA	N	NA	This is not needed for VFR flights.	Not applicable for VFR

		Upper and lower limits or minimum flight altitudes, and airspace classification	IFR	Nearest 50m or 100ft (??)	50m or 100ft	Y - Routine	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Accuracy is defined in metres only. The publication resolution 50m or 100ft is specified by ICAO for enroute minimum altitude. ICAO integrity is Routine.
			Future	Nearest 50m or 100ft (??)	50m or 100ft	Y - Routine	DAL2	.	Accuracy is defined in metres only. The publication resolution 50m or 100ft is specified by ICAO for enroute minimum altitude. ICAO integrity is Routine.
			VFR	NA	NA	N	NA	This is not needed for VFR flights.	Not applicable for VFR
		Lateral limits	IFR	Nearest 50m or 100ft (??)	NA	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Accuracy is defined in metres only. Accuracy is not defined for the lateral limits.
			Future	Nearest 50m or 100ft (??)	NA	N	DAL2		Accuracy is defined in metres only. Accuracy is not defined for the lateral limits.
			VFR	NA	NA	N	NA	This is not needed for VFR flights.	
		Direction of cruising levels	IFR	NA	NA	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	NA	This is not needed for VFR flights.	
		Remarks, including indication of controlling unit and its operating frequency, and any navigation specification(s) limitations.	IFR	NA	NA	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Attribute is expanded by ICAO
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	NA	This is not needed for VFR flights.	
ENR 3.3	Area navigation routes	Route designator, designation of the navigation specification(s) applicable to a specific segment, names, coded designators or name-codes and geographical co-ordinates of all significant points defining the route including “compulsory” or “on-request” reporting points	IFR	NA	NA	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Attribute is amended by ICAO
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	NA	This is not applicable to VFR flights.	

		In respect of waypoints defining a VOR/DME area navigation route, station declination of reference VOR/DME, bearing and distance from reference VOR/DME, if waypoint not collocated with it, and elevation of transmitting antenna of DME.	IFR	Bearing to nearest degree. Distance to nearest tenth of a km or tenth of a nautical mile. Elevation to the nearest 30m (100ft).	NA	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	
			Future	Bearing to nearest degree. Distance to nearest tenth of a km or tenth of a nautical mile. Elevation to the nearest 30m (100ft).	NA	N	DAL2		
			VFR	NA	NA	N	NA	This is not applicable to VFR flights.	
		Geodesic distance between defined end-points and distance between each successive designated point	IFR	To the nearest tenth of a km or a tenth of a nautical mile	NA	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	
			Future	To the nearest tenth of a km or a tenth of a nautical mile	NA	N	DAL2		
			VFR	NA	NA	N	NA	This is not applicable to VFR flights.	
		Upper and lower limits or minimum flight altitudes, and airspace classification	IFR	To the nearest tenth of a km or a tenth of a nautical mile (??)	50m or 100ft	Y - Routine	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Accuracy for upper and lower limits defined in NM? ICAO defines for the accuracy 50m or 100ft for enroute minimum altitude. ICAO integrity is Routine.
			Future	To the nearest tenth of a km or a tenth of a nautical mile (??)	50m or 100ft	Y - Routine	DAL2		Accuracy for upper and lower limits defined in NM? ICAO defines for the accuracy 50m or 100ft for enroute minimum altitude. ICAO
			VFR	NA	NA	N	NA	This is not applicable to VFR flights.	
		Direction of cruising levels	IFR	NA	NA	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	NA	This is not applicable to VFR flights.	
		Remarks, including indication of controlling unit and its operating frequency, and any navigation specification(s) limitations.	IFR	NA	NA	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Attribute is expanded by ICAO
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	NA	This is not applicable to VFR flights.	

ENR 3.4	Helicopter routes	Route designator, designation of the navigation specification(s) applicable to a specific segment, names, coded designators or name-codes and geographical co-ordinates of all significant points defining the route including “compulsory” or “on-request” reporting points	IFR	NA	NA	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Attribute amended by ICAO
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	NA	This is not applicable to VFR flights.	
		Tracks or VOR radials, geodesic distance between each successive designated significant point, in the case of VOR radials, changeover points.	IFR	Tracks or radials to the nearest degree. Distance ??	Tracks or radials to the nearest degree. Distance to the nearest 1/10 km or 1/10 NM.	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Accuracy for Distance? Like ENR 3.1, 3.2 and 3.3? Resolution for distance is defined by ICAO
			Future	Tracks or radials to the nearest degree. Distance ??	Tracks or radials to the nearest degree. Distance to the nearest 1/10 km or 1/10 NM.	N	DAL2		Accuracy for Distance? Like ENR 3.1, 3.2 and 3.3? Resolution for distance is defined by ICAO
			VFR	NA	NA	N	NA	This is not applicable to VFR flights.	Not applicable for VFR
		Upper and lower limits (or minimum flight altitudes,) and airspace classification	IFR	Tracks or radials to the nearest degree.(??)	NA	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Upper and lower limits defined in degrees? Note: minimum flight altitudes are not defined in this attribute according to annex 15.
			Future	Tracks or radials to the nearest degree.(??)	NA	N	DAL2		Upper and lower limits defined in degrees? Note: minimum flight altitudes are not defined in this attribute according to annex 15.
			VFR	NA	NA	N	NA	This is not applicable to VFR flights.	
		Minimum flight altitudes	IFR	Nearest high 50m or 100ft (??)	NA	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an increased risk to the safety of flight.	Accuracy is only defined in metres.
			Future	Nearest high 50m or 100ft (??)	NA	N	DAL2		Accuracy is only defined in metres.
			VFR	NA	NA	N	NA	This is not applicable to VFR flights.	
		Remarks, including indication of controlling	IFR	NA	NA	N	DAL2	RNP is needed for IFR and future flights and if it is represented incorrectly in the AIP, there is an	Attribute is expanded by ICAO

		unit and its operating frequency, and any navigation	Future	NA	NA	N	DAL2	increased risk to the safety of flight.	
			VFR	NA	NA	N	NA	This is not applicable to VFR flights.	
ENR 3.5	Other routes	NA	All	NA	NA	N	SR	The contents of this section are geographically dependent.	
ENR 3.6	En-route holding	holding identification (if any) and holding fix (navigation aid) or waypoint with geographical coordinates in degrees, minutes and seconds;	IFR	100m (Annex 11)	1 Sec (annex 15)	Y – Essential	NC	The integrity of holding points is defined within the ICAO Annexes	
			Future	100m (Annex 11)	1 Sec (annex 15)	Y – Essential	NC		
			VFR	100m (Annex 11)	1 Sec (annex 15)	Y – Essential	NC		
		inbound track;	IFR	NA	NA	N	DAL2	The integrity of holding point co-ordinates is defined within the ICAO Annexes and is equally applicable to other holding procedure data. (??)	Rational applies to co-ordinates, not to tracks
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	DAL2		
		direction of the procedure turn;	IFR	NA	NA	N	DAL2		
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	DAL2		
		maximum indicated airspeed;	IFR	NA	NA	N	DAL2		
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	DAL2		
		minimum and maximum holding level;	IFR	NA (??) 50 m	NA (??) 50 m or 100 ft	Y – Routine	NC	ICAO defined minimum levels as routine and this is considered to be an appropriate level for both minimum and maximum levels.	ICAO annex 15 defines 'routine' for minimum altitudes… If minimum altitude is considered as equal to minimum level why not use the accuracy and resolution as well
			Future	NA (??) 50 m	NA (??) 50 m or 100 ft	Y – Routine	NC		
			VFR	NA (??) 50 m	NA (??) 50 m or 100 ft	Y – Routine	NC		
		time/distance outbound;	IFR	NA	NA	N	DAL2	The integrity of holding point co-ordinates is defined within the ICAO Annexes and is equally applicable to other holding procedure data.	
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	DAL2		
		indication of the controlling unit and its operating frequency.	IFR	NA	NA	N	DAL2	If the frequency is incorrectly recorded mechanisms exist by which the aircraft will make contact on the emergency frequency.	
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	DAL2		
ENR 4	Radio navigation aids / systems								
ENR 4.1	Radio navigation aids – en-route	Name of station and magnetic variation and for VOR, station declination used for technical line-up of aid	IFR	NDB Navaid magnetic variation: 1° VHF NAVAID declination: 1°	NDB Navaid magnetic variation: 1° VHF NAVAID declination: 1°	Y – Essential	NC	ICAO defines the magnetic variation and station declination as essential	NDB navaid: add ° symbol; VHF navaid add station declination

			Future	NDB Navaid magnetic variation: 1° VHF NAVAID declination: 1°	NDB Navaid magnetic variation: 1° VHF NAVAID declination: 1°	Y – Essential	NC	NDB NAVAID: add ° symbol; VHF navaid add station declination
			VFR	NDB Navaid magnetic variation: 1° VHF NAVAID declination: 1°	NDB Navaid magnetic variation: 1° VHF NAVAID declination: 1°	Y – Essential	NC	NDB NAVAID: add ° symbol; VHF navaid add station declination
		Identification	IFR	NA	NA	Y – Essential	NC	The integrity of some en-route NAVAID data is defined within the ICAO Annexes and is equally applicable to the remaining en-route NAVAID data.	
			Future	NA	NA	Y – Essential	NC		
			VFR	NA	NA	Y – Essential	NC		
		Frequency / channel for each element	IFR	NA	NA	Y - Essential	NC		
			Future	NA	NA	Y - Essential	NC		
			VFR	NA	NA	Y - Essential	NC		
		Hours of operation	IFR	NA	NA	Y – Essential	NC		
			Future	NA	NA	Y – Essential	NC		
			VFR	NA	NA	Y – Essential	NC		
		Geographical co-ordinates of the position of transmitting antenna	IFR	En-route navaid: 100m (Annex 11)	En-route navaid: 1 sec (annex 15)	Y - Essential	NC		Correct typo; naviad should read navaid.
			Future	En-route navaid: 100m (Annex 11)	En-route navaid: 1 sec (annex 15)	Y - Essential	NC		Correct typo; naviad should read navaid.
			VFR	En-route navaid: 100m (Annex 11)	En-route navaid: 1 sec (annex 15)	Y - Essential	NC		Correct typo; naviad should read navaid.
		Elevation of transmitting antenna of DME	IFR	30m (100ft) (annex 11) DME elevation	30m (100ft) (annex 15) DME elevation	Y – Essential	NC		
			Future	30m (100ft) (annex 11) DME elevation	30m (100ft) (annex 15) DME elevation	Y – Essential	NC		
			VFR	30m (100ft) (annex 11) DME elevation	30m (100ft) (annex 15) DME elevation	Y – Essential	NC		
		Remarks	IFR	NA	NA	Y - Essential	NC		
			Future	NA	NA	Y - Essential	NC		
			VFR	NA	NA	Y - Essential	NC		
ENR 4.2	Special navigation systems (DECCA	Name of station or chain	IFR	NA	NA	N	DAL2	Difficult to assign integrity to this as it is unclear what the systems would be. However, based upon that for other navigation systems, this is considered to be appropriate	Attribute is amended.
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	DAL2		

	(DECCA, LORAN, etc.)	Type of service available (master signal, slave signal, colour)	IFR	NA	NA	N	DAL2	considered to be appropriate.	
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	DAL2		
		Frequency (channel number, basic pulse rate, recurrence rate)	IFR	NA	NA	N	DAL2		
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	DAL2		
		Hours of operation	IFR	NA	NA	N	DAL2		
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	DAL2		
		Geographical co-ordinates of the position of transmitting station	IFR	En-route navaid: 100m	1 sec	Y - Essential	DAL2		See annex 11 and 15; enroute navaid.
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	DAL2		
		Remarks	IFR	NA	NA	N	DAL2		
			Future	NA	NA	N	DAL2		
			VFR	NA	NA	N	DAL2		
ENR 4.3	Global navigation satellite system (GNSS)	Name of the GNSS element	IFR	NA	NA	N	SR	Difficult to assign integrity to this as it is unclear what it would be published in this sections.	
			Future	NA	NA	N	SR		
		Frequency(ies)	IFR	NA	NA	N	SR		
			Future	NA	NA	N	SR		
		Geographical co-ordinates of the nominal service area and coverage area	IFR	NA	1 sec	N	SR		See annex 15 appendix 1 ENR 4.3.3
			Future	NA	1 sec	N	SR		See annex 15 appendix 1 ENR 4.3.3
		Remarks	IFR	NA	NA	N	SR		
			Future	NA	NA	N	SR		
ENR 4.4	Name-code designators for significant points	Name-code designator	IFR	NA	NA	N	DAL2	The data in this section is used to support other operations therefore if it is incorrect. It is considered that there would be a risk to the safety of flight. This will effect routes which were viewed as essential, co-ordination points, compulsory points etc.	
			Future	NA	NA	N	DAL2		
		Geographical co-ordinates of the position	IFR	NA	1 sec	N	DAL2		See annex 15 appendix 1 ENR 4.4.2

			Future	NA	1 sec	N	DAL2		
		Reference to ATS or other routes where the point is located	IFR	NA	NA	N	DAL2		
			Future	NA	NA	N	DAL2		
ENR 4.5	Aeronautical ground lights – en-route	Name of the city or town or other identification of the beacon	All	NA	NA	N	DAL3		
		Type of beacon and intensity of the light	All	NA	NA	N	DAL3		
		Characteristics of the signal	All	NA	NA	N	DAL3		
		Operational hours	All	NA	NA	N	DAL3		
		Remarks	All	NA	NA	N	DAL3		
ENR 5	**Navigation warnings**								
ENR 5.1	Prohibited, restricted and danger areas	Identification, name and geographical co-ordinates of the lateral limits	All	Outside CTA/CTZ: 2 km (Annex 11) Inside CTA/CTZ: 100m (Annex 11)	Outside CTA/CTZ: 1 min (Annex 15) Inside CTA/CTZ: 1 sec (annex 15)	Y - Routine	NC	This is classified as essential today in the ICAO Annexes but this may not be sufficient, for example, in areas where live-firings take place as this would pose a high risk to aircraft. Therefore, the integrity should be based on the reason for aircraft exclusion.	ICAO define integrity for P,R, D areas outside CTA/CTZ in Annex 15. ICAO define integrity for P,R, D areas outside CTA/CTZ in Annex 15.
		Upper and lower limits	All	NA (??) 50 m	NA (??) 50 m or 100 ft	Y – Essential	NC		ICAO annex 15 defines 'routine' for minimum altitudes… If minimum altitude is considered as equal to minimum level why not use the accuracy and resolution as well
		Remarks, including time of activity	All	NA	NA	Y - Essential	NC		
ENR 5.2	Military exercise and training areas and air defence identification zone	Geographical co-ordinates of the lateral limits	All	NA	1 sec. inside CTA/CTZ 1 min. outside CTA/CTZ	N	DAL2	There is a risk to the safety of flight if the data in this section is incorrect as an aircraft could potentially penetrate a military exercise area, training area or air defence identification zone.	See annex 15 appendix 1 enr 5.2.1
		Upper and lower limits and system and means of activation announcements together with information pertinent to civil flights and applicable ADIZ procedures	All	NA (??) 50 m	NA (??) 50 m or 100 ft	Y – Routine	DAL2		ICAO annex 15 defines 'routine' for minimum altitudes… If minimum altitude is considered as equal to minimum level why not use the accuracy and resolution as well
		Remarks including time of activity and risk of interception in the event of penetration of ADIZ	All	NA	NA	N	DAL2		
ENR 5.3	**Other activities of a dangerous nature and other potential hazards**								

ENR 5.3.1	Other activities of a dangerous nature	Geographical co-ordinates of centre of area and range of influence	All	0 (??)	1 Min	N	DAL1	The data needs to be critical as the data published is considered to be of a danger to aircraft and therefore, if it is incorrect, there is a risk to the safety of the flight.	See ICAO anne 15 appendix 1 ENR 5.3.1.1 Corret typo; O should probably read NA!
		Vertical limits	All	NA (??) 50 m	NA (??) 50 m or 100 ft	Y - Routine	SR	The integrity of the data depends on the nature of the protection area and the potential hazard but there could be a risk to the safety of flight if the data is published incorrectly.	Identical to minimum altitudes as specified in annex 15 appendix 7?
		Advisory measures	All	0 (??)	0 (??)	N	SR		Corret typo; O should probably read NA!
		Authority responsible for the provision of information	All	0 (??)	0 (??)	N	SR		Corret typo; O should probably read NA!
		Remarks, including time of activity	All	0 (??)	0 (??)	N	SR		Corret typo; O should probably read NA!
ENR 5.3.2	Other potential hazards	Geographical co-ordinates of location of potential hazard	All	0 (??)	1 Min	N	SR	The integrity of the data depends on the nature of the protection area and the potential hazard but there could be a risk to the safety of flight if the data is published incorrectly.	See ICAO annex 15 appendix 1 ENR 5.3.2.1 Corret typo; O should probably read NA!
		Vertical limits	All	NA (??) 50 m	NA (??) 50 m or 100 ft	Y - Routine	SR		Identical to minimum altitudes as specified in annex 15 appendix 7?
		Advisory measures	All	0 (??)	0 (??)	N	SR		Corret typo; O should probably read NA!
		Authority responsible for the provision of information	All	0 (??)	0 (??)	N	SR		Corret typo; O should probably read NA!
		Remarks	All	0 (??)	0 (??)	N	SR		Corret typo; O should probably read NA!
ENR 5.4	Air navigation obstacles	Obstacle identification or designation	IFR	NA	NA	Y - Routine (??) NA	NC (??)	It is assumed all flight in En-route takes place in Area 2 (??)	Rationales mentioning area 2 and 4 do not make sense. ICAO states for ENR 5.4 the following: "The list of obstacles affecting air navigation in **Area 1** (the entire state territory)." Note 1 specifies the following: "an obstacle whose height above the ground is **100 m** and higher is considered an obstacle for **Area 1.** ICAO has not specified integrity classification for obstacle id or designation?? Specify DAL level
			Future	NA	NA	Y - Routine (??) NA	NC (??)	It is assumed all flight in En-route takes place in Area 3 (??)	
			VFR			NA	??		Obstacle ID is also relevant for VFR!!
		Type of obstacle	IFR	NA	NA	N	DAL3	It is assumed all flight in En-route takes place in Area 2 (??)	
			Future	NA	NA	N	DAL3	It is assumed all flight in En-route takes place in Area 3 (??)	
			VFR	NA	NA	N	DAL3	It is assumed all flight in En-route takes place in Area 1	
		Obstacle position represented by geographical co-ordinates	IFR	50m	1 sec	Y - Routine	NC	It is assumed all flight in En-route takes place in Area 2 (??)	
			Future	50m	1 sec	Y - Routine	NC	It is assumed all flight in En-route takes place in Area 3 (??)	
			VFR	50m	1 sec	Y - Routine	NC	It is assumed all flight in En-route takes place in Area 1	

		Obstacle elevation and height	IFR	30m (annex 11)	1m or 1ft	Y - Routine	DAL3	It is assumed all flight in En-route takes place in Area 2 (??)	
			Future	30m (annex 11)	1m or 1ft	Y - Routine	DAL3	It is assumed all flight in En-route takes place in Area 3 (??)	
			VFR	30m (annex 11)	1m or 1ft	Y - Routine	DAL3	It is assumed all flight in En-route takes place in Area 1	
		Type and colour of obstacle	IFR	NA	NA	N	DAL3	It is assumed all flight in En-route takes place in Area 2 (??)	
			Future	NA	NA	N	DAL3	It is assumed all flight in En-route takes place in Area 3 (??)	
			VFR	NA	NA	N	DAL3	It is assumed all flight in En-route takes place in Area 1	
		If appropriate, an indication that the list of obstacles is available in electronic form, and a reference to GEN 3.1.6	IFR	NA	NA	N	NA	It is assumed all flight in En-route takes place in Area 2 (??)	
			Future	NA	NA	N	NA	It is assumed all flight in En-route takes place in Area 3 (??)	
			VFR	NA	NA	N	NA	It is assumed all flight in En-route takes place in Area 1	
ENR 5.5	Aerial sporting and recreational activities	Designation and geographical co-ordinates of the lateral limits	All	NA	1 sec. inside CTA/CTZ 1 min. outside CTA/CTZ	N	DAL2	The incorrect portrayal of data related to aerial sporting and recreational activities is considered to be a very low risk to the safety of flight.	See Annex 15 appendix 1 5.6.1
		Vertical limits	All	NA (??) 50 m	NA (??) 50 m or 100 ft	Y - Routine	DAL2		Identical to minimum altitudes as specified in annex 15 appendix 7?
		Operator / user telephone number	All	NA	NA	N	DAL2		
		Remarks, including time of activity	All	NA	NA	N	DAL2		
ENR 5.6	Bird migration and areas with sensitive fauna	NA	All	NA	NA	N	DAL3	This is not considered to be a significant risk to the safety of flight. BIRDTAM should be issued if any risk is identified.	
ENR 6	En-route charts	NA	All	NA	NA	N	SR	The chart should be treated at the level of the highest integrity of the data it portrays.	

Section	Title	Attribute	Type	Accuracy	Resolution	ICAO Integrity	DAL	Rational/ Comment	Comments/remarks
AD 0.6									Missing on purpose?
AD 1									AD 1.1 - AD 1.5 missing on purpose?
AD 2	**Aerodromes**								
AD 2.1	Aerodrome location indicator and name	NA	All	NA	NA	N	DAL2	The name and location indicator of aerodromes are used for contact purposes, normally pre-flight and are not typically used during a flight.	
AD 2.2	Aerodrome geographical and administrative data	aerodrome reference point (geographical coordinates in degrees, minutes and seconds) and its site;	VFR	30m	1 sec	Y - Routine	DAL2	The ARP is used to create charts etc and, hence, is the primary information used by a VFR pilot to locate an aerodrome.	For accuracy see annex 14 vol.I.
			IFR	30m	1 sec (Annex 15)	Y - Routine	NC	This information is of little use under IFR operations and therefore is not considered to have a safety impact.	For accuracy see annex 14 vol.I.
		direction and distance of aerodrome reference point from centre of the city or town which the aerodrome serves;	All	NA	NA	N	DAL3	Used for information only and however may be used by VFR pilot for orientation onto aerodrome	Rational should probably read: Used for information only and has limited safety impact seen although it may be used by VFR pilots to orient themselves. See AD 3.2
		aerodrome elevation to the nearest metre or foot, and reference temperature;	All	0,5 m	1m or 1ft (Annex 15)	Y - Essential	NC	Could have a bearing on pressure settings is and therefore introduces an element of risk if incorrectly reported. (??)	For accuracy see annex 14 Rationale should probably read: Could have a bearing on pressure settings and introduces therefore an element of risk
		geoid undulation at the aerodrome elevation position to the nearest metre or foot;	All	0,5 m	1m or 1ft (Annex 15)	Y - Essential	NC	Could have a bearing on pressure settings and therefore introduces an element of risk if incorrectly reported. (??)	Rationale should probably read: Could have a bearing on pressure settings and introduces therefore an element of risk if incorrectly reported.
		magnetic variation to the nearest degree, date of information and annual change;	All	1°	1 deg	Y - Essential	NC		For accuracy see annex 14
		name of aerodrome administration, address	All	NA	NA	N	DAL3	Used for pre-flight planning – no safety impact seen. Justification for the integrity is the same as for the aerodrome name.	
		Aerodrome telephone, telefax and telex numbers and AFS address;	All	NA	NA	N	DAL2	The AFS drives the channelling of some sorts of information, so the justification for the integrity is the same as for the aerodrome name.	Should be NA and applies to All
		types of traffic permitted to use the aerodrome (IFR/VFR);	All	NA	NA	N	DAL3	Limited impact on safety seen if this information is incorrectly reported.	
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Essential but that cannot be guaranteed.	

AD 2.3	Operational hours	aerodrome administration;	All	NA	NA	N	DAL2	The operating hours of the aerodrome as well as those of the aerodrome authority. This may have a bearing on the ability of an aircraft to land when problems arise as other infrastructure may be recorded as aerodrome operating hours only.	
		customs and immigration;	All	NA	NA	N	DAL3	Limited impact on safety seen if this information is incorrectly reported.	
		health and sanitation;	All	NA	NA	N	DAL3		
		AIS briefing office;	All	NA	NA	N	DAL3		
		ATS reporting office (ARO);	All	NA	NA	N	DAL3		
		MET briefing office;	All	NA	NA	N	DAL3		
		air traffic service;	All	NA	NA	N	DAL2	This information may have a bearing on the ability of an aircraft to land safely, especially when using the aerodrome as an alternate, as the pilot may be relying on the provision of an air traffic service.	
		fuelling;	All	NA	NA	N	DAL3	Limited impact on safety seen if this information is incorrectly reported.	
		handling;	All	NA	NA	N	DAL3		
		security;	All	NA	NA	N	DAL3		
		de-icing;	All	NA	NA	N	DAL3`		
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Essential but that cannot be guaranteed.	
AD 2.4	Handling services and facilities	cargo-handling facilities; All of 2.4 is NSR	All	NA	NA	N	NA	Although inconvenience to operations could be caused if this information is incorrectly reported, no impact is seen on safety.	
		fuel and oil types;	All	NA	NA	N	NA		
		fuelling facilities and capacity;	All	NA	NA	N	NA		
		de-icing facilities;	All	NA	NA	N	NA		
		hangar space for visiting aircraft;	All	NA	NA	N	NA		
		repair facilities for visiting aircraft;	All	NA	NA	N	NA		
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Routine but that cannot be guaranteed.	
AD 2.5	Passenger facilities	hotel(s) at or in the vicinity of aerodrome; All of 2.5 is NSR	All	NA	NA	N	NA	Although inconvenience to operations could be caused if this information is incorrectly reported, no impact is seen on safety.	
		restaurant(s) at or in the vicinity of aerodrome;	All	NA	NA	N	NA		
		transportation possibilities;	All	NA	NA	N	NA		

		medical facilities;	All	NA	NA	N	NA		
		bank and post office at or in the vicinity of aerodrome;	All	NA	NA	N	NA		
		tourist office;	All	NA	NA	N	NA		
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Routine but that cannot be guaranteed.	
AD 2.6	Rescue and fire fighting services	aerodrome category for fire fighting;	All	NA	NA	N	DAL2	This information may form a significant part of a decision making process for a flight that has a problem and, if incorrectly reported, may lead to an inability to handle the flight in the manner needed on landing. This can change from the published values anyway but would be circulated as necessary. There are CAT ratings for fire and rescue	
		rescue equipment;	All	NA	NA	N	DAL2		
		capability for removal of disabled aircraft;	All	NA	NA	N	NA	Although inconvenience to operations could be caused if this information is incorrectly reported, no impact is seen on safety.	
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown.	
AD 2.7	Seasonal availability — Clearing	type(s) of clearing equipment;	All	NA	NA	N	DAL3	Limited impact is seen on the safety of flight here as the airport will be closed if clearance has not been sufficiently performed and the potential closure should have been assessed in the pre-flight planning process. Either the clearing has been done or it hasn't not whether it could possibly be cleared. However the method used for 'clearing' (i.e. snow packing versus mechanical removal) may affect the aircraft	
		clearance priorities;	All	NA	NA	N	DAL3	Limited impact is seen on the safety of flight here as the airport will be closed if clearance has not been sufficiently performed and the potential closure should have been assessed in the pre-flight planning process. However the order of areas cleared may affect the aircraft behaviour.	
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown.	
AD 2.8	Aprons, taxiways and check locations/positions data	surface and strength of aprons;	All	NA	NA	N	NA	Whilst this information is needed it is unlikely to cause a catastrophe. Greatest consequence is damage of the apron surface	

		width, surface and strength of taxiways;	All	1m	1m or 1 ft	Y - Essential	NC	Whilst this information is needed it is unlikely to cause a catastrophe but could cause severe damage to the aircraft if incorrectly reported and the pilot is unaware.	For accuracy see annex 14
		location and elevation to the nearest metre or foot of altimeter checkpoints;	All	1/10 Sec (??)	1m or 1ft (??)	N	DAL2	Could have a bearing on pressure settings is and therefore introduces an element of risk if incorrectly reported. Used the ARP information to establish recommendations. Copy across the ICAO setting	Accuracy, publication resolution and integrity classification are not defined
		location of VOR checkpoints;	IFR	NA	1/100 sec (??)	Y – Routine	NC	Information based on that assigned by ICAO for INS checkpoints.	According to what annex?
			Future	NA	1/100 sec (??)	Y – Routine	NC		According to what annex?
			VFR	NA	1/100 sec (??)	Y – Routine	NC		According to what annex?
		position of INS checkpoints in degrees, minutes, seconds and hundredths of seconds;	IFR	0,5 m	1/100 sec	Y – Routine	NC	Integrity assigned by ICAO and not questioned.	For accuracy see annex 14
			Future	0,5 m	1/100 sec	Y – Routine	NC		For accuracy see annex 14
			VFR	NA	1/100 sec	Y – Routine	NC		Is INS applicable for VFR?
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Essential but that cannot be guaranteed.	
AD 2.9	Surface movement guidance and control system and markings	use of aircraft stand identification signs, taxiway guide lines and visual docking/parking guidance system at aircraft stands;	All	NA	NA	N	DAL3	Limited impact on safety seen if this information is incorrectly reported.	
		runway and taxiway markings and lights;	All	NA	NA	N	DAL3		
		stop bars (if any);	All	NA	NA	N	DAL3		
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Routine but that cannot be guaranteed.	
AD 2.10	**Aerodrome obstacles**								
AD 2.10.1	obstacles in Area 2:	obstacle identification or designation;	All	NA	NA	N	DAL3	Although a wrongly assigned obstacle ID may cause confusion, its location and height are more important and it is unlikely that a wrong ID would result in a safety impact for a flight.	
		type of obstacle;	All	NA	NA	N	DAL3	The type is of little relevance to flight operations as adequate clearance must be maintained irrespective of type and therefore no safety impact is foreseen.	

		obstacle position, represented by geographical coordinates in degrees, minutes, seconds and tenths of seconds;	All	5m	1/10 sec	Y – Essential	NC	Integrity assigned by ICAO Annexes.	
		obstacle elevation and height to the nearest metre or foot;	All	3m	1m or 1ft	Y	NC	Integrity assigned by ICAO Annexes.	
		obstacle marking, and type and colour of obstacle lighting (if any);	All	NA	NA	N	DAL2	There is an increased possibility that an aircraft could come into contact with an unlit obstacle that is incorrectly reported as being lit. This was considered especially true where visual approaches are made. The is that the location and height of the obstacle should also be known and considered by the pilot.	
		if appropriate, an indication that the list of obstacles is available in electronic form, and a reference to GEN 3.1.6;	All	NA	NA	N	NA	No safety impact seen as this information would be used in the planning phase and not during flight operations.	
		NIL indication, if appropriate.	All	NA	NA	N	DAL3	A Nil indication would mean that the integrity of all other AD 2.10.1 information has been lost and hence, is not considered a safety impact in its own right. This should mean that there are no obstacles rather than they have no data on obstacles.	
AD 2.10.2	obstacles in Area 3:	obstacle identification or designation;	All	NA	NA	N	DAL3	Although a wrongly assigned obstacle ID may cause confusion, its location and height are more important and it is unlikely that a wrong ID would result in a safety impact for a flight.	
		type of obstacle;	All	NA	NA	N	DAL3	The type is of little relevance to flight operations as adequate clearance must be maintained irrespective of type and therefore no safety impact is foreseen.	
		obstacle position, represented by geographical coordinates in degrees, minutes, seconds and tenths of seconds;	All	0.5m	1/10 sec	Y - Essential	NC	Integrity assigned by ICAO Annexes.	
		obstacle elevation and height to the nearest metre or foot;	All	0.5m	1m or 1 ft	Y - Essential	NC	Integrity assigned by ICAO Annexes.	
		obstacle marking, and type and colour of obstacle lighting (if any);	All	NA	NA	N	DAL2	There is an increased possibility that an aircraft could come into contact with an unlit obstacle that is incorrectly reported as being lit. This was considered especially true where visual approaches are made. The mitigation is that the location and height of the obstacle should also be known and considered by the pilot.	

		if appropriate, an indication that the list of obstacles is available in electronic form, and a reference to GEN 3.1.6;	All	NA	NA	N	NA	No safety impact seen as this information would be used in the planning phase and not during flight operations.	
		NIL indication, if appropriate.	All	NA	NA	N	DAL3	A Nil indication would mean that the integrity of all other AD 2.10.2 information has been lost and hence, is not considered a safety impact in its own right.	
AD 2.11	Meteorological information Provided	name of the associated meteorological office;	All	NA	NA	N	NA	No safety impact seen as this information would be used in the planning phase and not during flight operations. If this is Met received on landing then section needs to be reassessed	
		hours of service and, where applicable, the designation of the responsible meteorological office outside these hours;	All	NA	NA	N	DAL3	Limited safety impact seen as this information would be used in the planning phase and not during flight operations.	
		All	All	NA	NA	N	DAL3		
		availability of the trend forecasts for the aerodrome, and interval of issuance;	All	NA	NA	N	DAL3		
		information on how briefing and/or consultation is provided;	All	NA	NA	N	DAL3		
		types of flight documentation supplied and language(s) used in flight documentation;	All	NA	NA	N	DAL3		
		charts and other information displayed or available for briefing or consultation;	All	NA	NA	N	DAL3		
		supplementary equipment available for providing information on meteorological conditions, e.g. weather radar and receiver for satellite images;	All	NA	NA	N	DAL3		
		the air traffic services unit(s) provided with meteorological information;	All	NA	NA	N	DAL3	No safety impact seen as this information would be used in the planning phase and not during flight operations.	

		additional information (e.g. concerning any limitation of service, etc.).	All	NA	NA	N	DAL3	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Essential but that cannot be guaranteed.	
AD 2.12	Runway physical Characteristics	designations;	All	NA	NA	N	DAL1	If this information is wrongly reported the characteristics of the wrong runway may be used. Also know as runway ID. Much discussion with reference to Lexington. As the Data Items associated with a particular runway would be critical then if the designation was wrong this would meant that Critical Data Items would no longer be associated with the correct runway	
		true bearings to one-hundredth of a degree;	All	1/100°	1/100 Deg	Y – Routine	NC	Integrity assigned by ICAO Annexes. Cat 3 B ILS is aligned with the runway.	For accuracy see annex 14
		dimensions of runways to the nearest metre or foot; (length)	All	1m	1m or 1ff	Y – Critical	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14
		dimensions of runways to the nearest metre or foot; (width)	All	1m	1m or 1ft	Y - Essential	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14
		strength of pavement (PCN and associated data) and surface of each runway and associated stop ways;	All	NA	NA	N	DAL2	The safety of a flight may be compromised if an aircraft lands on a runway which is incorrectly reported as being strong enough to take the airframe when it is not. The impact could be significant but there are mitigations for most aerodromes where large This characteristic for taxiways is designated as Essential so Essential is minimum needed for this characteristic	
		geographical coordinates in degrees, minutes, seconds and hundredths of seconds for each threshold and runway end	All	1m	1/100 Sec – Horizontal 1m	Y - Critical	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14
		Geoid undulation to the nearest one-half metre or foot for each threshold;(??)	All	0,25m (precision app) 0,5 m (non-precision app)	0,1 m (precision app) 1 m (non-precision app)	Y- Critical (precision app) Y- Essential (non-precision app)	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14 appendix 5 table a5-2. For resolution see annex 15 appendix 7 table a7-2.

		elevations of thresholds and the highest elevation of the touchdown zone of a precision approach runway to the nearest one-half metre or foot;	All	0,25m (precision app)	1m or 1ft (Annexes)	Y- Critical (precision app)	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14
		elevations of thresholds of a non-precision approach runway to the nearest metre or foot; and	All	0,5 m (non-precision app)	0.1m or 0.1ft	Y- Essential (non-precision app)	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14
		slope of each runway and associated stop ways;	All	NA	1m or 1ft (Annexes) (??)	N	DAL2		Slope defined in metres? Must be a typo!
		dimensions of stop way (if any) to the nearest metre or foot;	All	1 m	1m or 1ft	Y - Critical	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14
		dimensions of clearway (if any) to the nearest metre or foot;	All	1 m	1m or 1ft	Y - Essential	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14
		dimensions of strips;	All	NA	1m or 1ft	N	DAL3	Published for information only, the other defined information (runway, clearway etc.) is used for operations.	
		the existence of an obstacle-free zone;	All	NA	1m or 1ft (??)	N	DAL3		Is either AVBL or not AVBL. Metres do not make sense.
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown	
AD 2.13	Declared distances	runway designator;	All	NA	NA	N	DAL1	If this information is wrongly reported the characteristics of the wrong runway may be used.	
		take-off run available;	All	1 m	1 m	Y - Critical	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14 Copy ICAO integrity
		take-off distance available;	All	1m	1m	Y - Critical	NC		For accuracy see annex 14
		accelerate-stop distance available;	All	1m	1m	Y - Critical	NC		For accuracy see annex 14
		landing distance available;	All	1m	1m	Y - Critical	NC		For accuracy see annex 14
		remarks	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is possible that there will be information be as high as Critical but that cannot be guaranteed.	
AD 2.14	Approach and runway lighting	runway designator;	All	NA	NA	N	DAL1	If this information is wrongly reported the characteristics of the wrong runway may be used.	
		type, length and intensity of approach lighting system;	All	NA	NA	N	DAL2	The colour and style of lighting is used by a Pilot to ascertain significant points on a runway (stop way etc.) and if incorrectly reported could result in a	

		runway threshold lights, colour and wing bars;	All	NA	NA	N	DAL2	safety impact.	
		type of visual approach slope indicator system;	All	NA	NA	N	DAL2		
		length of runway touchdown zone lights;	All	NA	NA	N	DAL2		
		length, spacing, colour and intensity of runway centre line lights;	All	NA	NA	N	DAL2		
		length, spacing, colour and intensity of runway edge lights;	All	NA	NA	N	DAL2		
		colour of runway end lights and wing bars;	All	NA	NA	N	DAL2		
		length and colour of stop way lights;	All	NA	NA	N	DAL2		
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is possible that there will be information be as high as Essential but that cannot be guaranteed.	
AD 2.15	Other lighting, secondary power supply	location, characteristics and hours of operation of aerodrome beacon/identification beacon (if any);	All	NA	NA	N	DAL3	Not considered to have a significant impact on the safety of flight.	
		location and lighting (if any) of anemometer/landing direction indicator;	All	NA	NA	N	DAL3	Not considered to have a significant impact on the safety of flight. Although needed by a pilot to judge the wind for landing, being incorrectly reported will not result in a miss-reading once it is located.	
		taxiway edge and taxiway centre line lights;	All	NA	NA	N	DAL2	The colour and style of lighting is used by a Pilot to ascertain the aircrafts location on the taxiway could result in a safety impact. Assignment of information relating to taxiway width was used in making judgement.	
		secondary power supply including switch-over time;	All	NA	NA	N	DAL3	A flight should be able to cope with the unexpected closure of a aerodrome and that may be expected if this information was incorrectly reported.	
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is possible that there will be information be as high as Essential but that cannot be guaranteed.	

AD 2.16	Helicopter landing area	geographical coordinates in degrees, minutes, seconds and hundredths of seconds and geoid undulation to the nearest one-half metre or foot of the geometric centre of touchdown and lift-off (TLOF) or of each threshold of final approach and take-off (FATO)	All	1m coordinates 0,5m undulation no-precision APP 0,25m undulation precision APP	1/100 Sec (Annexes)	Y – Critical	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14 Vol. II
		TLOF and/or FATO area elevation: — for non-precision approaches, to the nearest metre or foot; and — for precision approaches, to the nearest one-half metre or foot;	All	0,5m	1m or1ft	Y - Critical	NC		For accuracy see annex 14 Vol. II
		TLOF and/or FATO area elevation: — for non-precision approaches, to the nearest metre or foot; and — for precision approaches, to the nearest one-half metre or foot;	All	0,25m	0.1m or 0.1ft	Y – Critical	NC		For accuracy see annex 14 Vol. II
		TLOF and FATO area dimensions to the nearest metre or foot, surface type, bearing strength and marking;	All	1m	1m or 1ft	Y -Critical	NC		For accuracy see annex 14 Vol. II
		true bearings to one-hundredth of a degree of FATO;	All	1/100°	1/100 Deg	Y - Routine	NC		For accuracy see annex 14 Vol. II
		declared distances available, to the nearest metre or foot;	All	1m	1m	Y - Critical	NC	Based on the declared distances defined by ICAO for runways.	For accuracy see annex 14 Vol. II For publication resolution see annex 15 (table a7-5 declared distances)
		approach and FATO lighting;	All	NA	NA	N	DAL2	The colour and style of lighting is used by a Pilot to ascertain significant points on a runway (stop way etc.) and if incorrectly reported could result in a safety impact. This is the same as for fixed wing operation to maintain consistency	

		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is possible that there will be information be as high as Critical but that cannot be guaranteed.	
AD 2.17	Air traffic services airspace	airspace designation and geographical coordinates in degrees, minutes and seconds of the lateral limits;	All	100m	1 Sec	N	DAL2	Based upon the ICAO classification of similar data items.	For accuracy see annex 14
		vertical limits;	All	50m or 100ft	50m or 100ft	N	DAL3	Based upon the ICAO classification of similar data items. For an aerodrome vertical limit sets the area of responsibility.	For accuracy see annex 14
		airspace classification;	All	NA	NA	`N	DAL3	Not considered to have a significant impact on the safety of flight if incorrectly reported.	
		call sign and language(s) of the ATS unit providing service;	All	NA	NA	N	DAL3	Not considered to have a significant impact on the safety of flight as a failure to gain radio using contact would result in the pilot alternative means to make contact.	
		transition altitude;	All	NA	NA	N	DAL2	Not considered to have a significant impact on the safety of flight if incorrectly reported. .Considered to be Essential due to frequent incorrect altimeter switchover point.	
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is probably that there will be information be no higher than Essential but that cannot be guaranteed.	
AD 2.18	Air traffic services communication facilities	service designation;	All	NA	NA	N	DAL3	Not considered to have a significant impact on the safety of flight if incorrectly reported as information could be gained from the en-route controller or on emergency frequency.	
		call sign;	All	NA	NA	N	DAL3		
		channel(s)	All	NA	NA	N	DAL3		
		logon address, as appropriate				N	DAL3		
		hours of operation;	All	NA	NA	N	DAL2	The hours of operation being incorrectly reported could lead to a safety impact of the pilot was unable to make contact when urgently needed and reported as being available.	
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is probably that there will be information be no higher than Essential but that cannot be guaranteed.	

AD 2.19	Radio navigation and landing aids	type of aids, magnetic variation to the nearest degree, as appropriate, and type of supported operation for ILS/MLS, basic GNSS, SBAS, and GBAS and for VOR/ILS/MLS also station declination to the nearest degree used for technical line-up of the aid;	All	VAR 1°	1/10 Sec 1 Deg (Annexes) (??) VAR 1° Decl 1°	Y - Essential	NC	Based upon the ICAO classification of similar data items.	For accuracy see annex 14 vol.II. For publication resolution see annex 15.
		identification, if required;	All	NA	NA	N	DAL2	Needed to identify the Navaid and hence obtain the information related to it.	
		frequency(ies), as appropriate;	All	NA	NA	N	DAL2	Not considered to have a significant impact on the safety of flight if incorrectly reported as information could be gained from the ATS if necessary.	
		hours of operation, as appropriate;	All	NA	NA	N	DAL2	The hours of operation being incorrectly reported could lead to a safety impact of the pilot was unable to navigate using the Navaid when urgently needed and reported as being available.	
		geographical coordinates in degrees, minutes, seconds and tenths of seconds of the position of the transmitting antenna, as appropriate;	All	3m	1/10 Sec (Annexes)	Y - Essential	NC	Based upon the ICAO classification of similar data items.	For accuracy see annex 14 Vol. II
		elevation of the transmitting antenna of DME to the nearest 30 m (100 ft) and of DME/P to the nearest 3 m (10 ft);	All	3m	30m DME 3m DME/ P	Y – Essential	NC	Based upon the ICAO classification of similar data items.	For accuracy see annex 14 Vol. II
		Remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is probably that there will be information be no higher than Essential but that cannot be guaranteed.	
AD 2.20	Local traffic Regulations	Detailed description of regulations applicable to the traffic at the aerodrome including standard routes for taxiing aircraft, parking regulations, school and training flights and similar but excluding flight procedures.	All	NA	NA	N	SR	Although incorrect reporting of these procedures may result in legal restrictions being broken, there is not seen to be a safety risk associated.	

AD 2.21	Noise abatement Procedures	Detailed description of noise abatement procedures established at the aerodrome.	All	NA	NA	N	NA	Although incorrect reporting of these procedures may result in legal restrictions being broken, there is not seen to be a safety risk associated. Noise abatement procedures should not make a SID unsafe	
AD 2.22	Flight Procedures	Detailed description of the conditions and flight procedures, including radar and /or ADS-B procedures, established on the basis of airspace organization at the aerodrome. When established, detailed description of the low visibility procedures at the aerodrome, including:	VFR	NA	NA	N	DAL1	Waypoints that can affect the altitude of an aircraft should be critical. Any procedure should be flight tested but there is no method for ensuring that the packet of data has integrity. Below MSA need to be critical. Above that if routes are closely interwoven, then for future proofing should these be critical.	
		1) runways and associated equipment authorized for use under low visibility procedures	IFR	NA	NA	N	DAL1	The procedures published contain information whose accuracy is paramount and hence a loss of integrity could impact a flight. Therefore considered to contain critical information.	
			Future	NA	NA	N	DAL1	Although incorrect reporting of these procedures may result in legal restrictions being broken, there is not seen to be a safety risk associated. Noise abatement procedures should not make a SID unsafe	
AD 2.23	Additional information	Additional information at the aerodrome, such as an indication of bird concentrations at the aerodrome, together with an indication of significant daily movement between resting and feeding areas, to the extent practicable.	All	NA	NA	N	SR	The integrity requirement will be dependent upon the nature of the information portrayed.	
AD 2.24	Charts related to an aerodrome	Aerodrome/Heliport Chart — ICAO;	All	NA	NA	N	SR	The integrity of the information portrayed should meet that of information contained as specified in the above sections. The charts are actually included I the AIP and therefore should be treated at the most critical level	
		Aircraft Parking/Docking Chart — ICAO;	All	NA	NA	N	SR		
		Aerodrome Ground Movement Chart — ICAO;	All	NA	NA	N	SR		
		Aerodrome Obstacle Chart — ICAO Type A (for each runway);	IFR	NA	NA	N	SR		

		Precision Approach Terrain Chart — ICAO (precision approach Cat II and III runways);	IFR	NA	NA	N	SR	The integrity of the information portrayed should meet that of information contained as specified in the above sections.	
		Area Chart — ICAO (departure and transit routes);	All	NA	NA	N	SR		
		Area Chart — ICAO (departure and transit routes);	All	NA	NA	N	SR		
		Area Chart — ICAO (arrival and transit routes);	All	NA	NA	N	SR		
		Standard Arrival Chart — Instrument — ICAO;	IFR	NA	NA	N	SR		
		Radar Minimum Altitude Chart — ICAO;	IFR	NA	NA	N	SR		
		Instrument Approach Chart — ICAO (for each runway and procedure type);	IFR	NA	NA	N	SR		
		Visual Approach Chart — ICAO;	VFR	NA	NA	N	SR		
		Bird concentrations in the vicinity of the aerodrome.	All	NA	NA	N	SR		
AD 3	**Heliports**								
AD 3.1	Heliport location indicator and name	NA	All	NA	NA	N	DAL2	The name and location indicator of Heliports are used for contact purposed normally pre-flight and are not typically used during a flight.	
AD 3.2	Heliport geographical and administrative data	Heliport reference point (geographical coordinates in degrees, minutes and seconds) and its site;	VFR IFR	30m	1 Sec	Routine	DAL2	The ARP is used to create charts etc and, hence, is the primary information used by a VFR pilot to locate an Heliport. However within ICAO this is designated as Routine but this may only refer to IFR operations	For accuracy see annex 14 vol.II. IFR should also be specified. (=Routine)
		direction and distance of heliport reference point from centre of the city or town which the Heliport serves;	IFR	NA	NA	N	DAL3	Used for information only and has limited safety impact seen although it may be used by VFR pilots to orient themselves	Accuracy and publication resolution are not defined
		Heliport elevation to the nearest metre or foot, and reference temperature;	All	0,5 m	1m	Y – Essential	NC	Could have a bearing on pressure settings is and therefore introduces an element of risk if incorrectly reported.	For accuracy see annex 14 vol. II. For publication resolution see annex 15
		geoid undulation at the Heliport elevation position to the nearest metre or foot;	All	0,5 m	1m or 1ft	Y – Essential	NC	Could have a bearing on pressure settings is and therefore introduces an element of risk if incorrectly reported.	For accuracy see annex 14 vol.II

		magnetic variation to the nearest degree, date of information and annual change;	All	1°	1m or 1ft	Y – Essential	NC		For accuracy see annex 14 vol.II
		name of Heliport administration, address	All	NA	NA	NA	DAL3	Used for pre-flight planning – no safety impact seen.	Should be NA
		Heliport telephone, telefax and telex numbers and AFS address;	All	NA	NA	N	DAL2	Used for pre-flight planning – no safety impact seen.	
		types of traffic permitted to use the Heliport (IFR/VFR);	All	NA	NA	N	DAL3	No impact on safety seen is this information is incorrectly reported.	
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Essential but that cannot be guaranteed.	
AD 3.3	Operational hours	heliport administration;	All	NA	NA	N	DAL2	The operating hours of the Heliport as well as those of the Heliport authority. This may have a bearing on the ability of an aircraft to land when problems arise as other infrastructure may be recorded as Heliport operating hours only.	
		customs and immigration;	All	NA	NA	N	DAL3	No impact on safety seen is this information is incorrectly reported.	
		health and sanitation;	All	NA	NA	N	DAL3		
		AIS briefing office;	All	NA	NA	N	DAL3		
		ATS reporting office (ARO);	All	NA	NA	N	DAL3		
		MET briefing office;	All	NA	NA	N	DAL3		
		air traffic service;	All	NA	NA	N	DAL2	This information may have a bearing on the ability of an aircraft to land safely, especially when using the Heliport as an alternate, as the pilot may be relying on the provision of an air traffic service.	
		fuelling;	All	NA	NA	N	DAL3	No impact on safety seen is this information is incorrectly reported.	
		handling;	All	NA	NA	N	DAL3		
		security;	All	NA	NA	N	DAL3		
		de-icing;	All	NA	NA	N	DAL3		
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Essential but that cannot be guaranteed.	
AD 3.4	Handling services and facilities	cargo-handling facilities;	All	NA	NA	N	NA	Although inconvenience to operations could be caused if this information is incorrectly reported, no impact is seen on safety.	
		fuel and oil types;	All	NA	NA	N	NA		
		fuelling facilities and capacity;	All	NA	NA	N	NA		

		de-icing facilities;	All	NA	NA	N	NA	Although inconvenience to operations could be caused if this information is incorrectly reported, no impact is seen on safety. The non-de-icing of an aircraft has safety implications if the pilot takes off inappropriately.	
		hangar space for visiting aircraft;	All	NA	NA	N	NA	Although inconvenience to operations could be caused if this information is incorrectly reported, no impact is seen on safety.	
		repair facilities for visiting aircraft;	All	NA	NA	N	NA		
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Routine but that cannot be guaranteed.	
AD 3.5	Passenger facilities	hotel(s) at or in the vicinity of Heliport;	All	NA	NA	N	NA	Although inconvenience to operations could be caused if this information is incorrectly reported, no impact is seen on safety.	
		restaurant(s) at or in the vicinity of Heliport;	All	NA	NA	N	NA		
		transportation possibilities;	All	NA	NA	N	NA		
		medical facilities;	All	NA	NA	N	NA	Although this information will not affect the safety of a flight it may have a serious effect on the safety of life of passengers requiring medical assistance if incorrectly provided.	
		bank and post office at or in the vicinity of heliport;	All	NA	NA	N	NA	Although inconvenience to operations could be caused if this information is incorrectly reported, no impact is seen on safety.	
		tourist office;	All	NA	NA	N	NA		
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Routine but that cannot be guaranteed.	
AD 3.6	Rescue and fire fighting services	heliport category for fire fighting;	All	NA	NA	N	DAL2	This information may form a significant part of a decision making process for a flight that has a problem and, if incorrectly reported, may lead to an inability to handle the flight in the manner needed on landing.	
		rescue equipment;	All	NA	NA	N	DAL2		
		capability for removal of disabled helicopter;	All	NA	NA	N	NA	Although inconvenience to operations could be caused if this information is incorrectly reported, no impact is seen on safety.	
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown.	

AD 3.7	Seasonal availability — Clearing	type(s) of clearing equipment;	All	NA	NA	N	DAL3	No impact is seen on the safety of flight here as the airport will be closed if clearance has not been sufficiently performed and the potential closure should have been assessed in the pre-flight planning process.	
		clearance priorities;	All	NA	NA	N	DAL3		
		remarks	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown.	
AD 3.8	Aprons, taxiways and check locations/positions data	surface and strength of aprons, helicopter stands;	All	NA	NA	N	NA	Whilst this information is needed it is unlikely to cause a catastrophe.	
		width, surface type and designation of helicopter ground taxiways;	All	1m	1m or 1ft	Y – Essential	NC	Whilst this information is needed it is unlikely to cause a catastrophe but could cause severe damage to the helicopter if incorrectly reported and the pilot is unaware.	For accuracy see annex 14 vol.II
		width and designation of helicopter air taxiway and air transit route;	All	NA	1m or 1ft (??)	Y – Essential (??)	NC	Based upon the criteria for a ground taxiway.	Publication resolution and integrity classification are not defined for air taxiways. Adopting the resolution of ground taxiways is a possibility. It is not a requirement.
		location and elevation to the nearest metre or foot of altimeter checkpoints;	All	1/10 Sec (??)	1m or 1ft (??)	N	DAL2	Could have a bearing on pressure settings is and therefore introduces an element of risk if incorrectly reported. Used the ARP information to establish recommendations.	Accuracy, publication resolution and integrity classification are not defined
		location of VOR checkpoints;	IFR	NA	1/100 sec (??)	Y – Routine	NC	Information based on that assigned by ICAO for INS checkpoints.	According to what annex?
			VFR	NA	NA	Y – Routine	NC		
		position of INS checkpoints in degrees, minutes, seconds and hundredths of seconds;	IFR	0,5m	1/100 Sec	Y - Routine	NC	Integrity assigned by ICAO and not questioned.	For accuracy see annex 14 vol.II
			VFR	NA	NA	Y - Routine	NC		
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Essential but that cannot be guaranteed.	
AD 3.9	Surface movement guidance and control system and markings	final approach and take-off markings;	All	NA	NA	N	DAL3	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Essential but that cannot be guaranteed.	

	markings	taxiway markings, air taxiway markers and air transit route markers;	All	NA	NA	N	DAL3	No impact on safety seen if this information is incorrectly reported.	
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Routine but that cannot be guaranteed.	
AD 3.10	**Heliport obstacles**								
AD 3.10.1	obstacles in Area 2:	obstacle identification or designation;	All	NA	NA	N	DAL3	Although a wrongly assigned obstacle ID may cause confusion, its location and height are more important and it is unlikely that a wrong ID would result in a safety impact for a flight.	
		type of obstacle;	All	NA	NA	N	DAL3	The type is of little relevance to flight operations as adequate clearance must be maintained irrespective of type and therefore no safety impact is foreseen.	
		obstacle position, represented by geographical coordinates in degrees, minutes, seconds and tenths of seconds;	All	5m	1m or 1ft	Y – Essential	NC	Integrity assigned by ICAO Annexes.	
		obstacle elevation and height to the nearest metre or foot;	All	3 m	1m or 1ft	Y – Essential	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14 vol.II
		obstacle marking, and type and colour of obstacle lighting (if any);	All	NA	NA	N	DAL2	There is an increased possibility that an aircraft could come into contact with an unlit obstacle that is incorrectly reported as being lit. This was considered especially true where visual approaches are made. The mitigation is that the location and height of the obstacle should also be known and considered by the pilot.	
		if appropriate, an indication that the list of obstacles is available in electronic form, and a reference to GEN 3.1.6;	All	NA	NA	N	NA	No safety impact seen as this information would be used in the planning phase and not during flight operations.	
		NIL indication, if appropriate.	All	NA	NA	N	DAL3	A Nil indication would mean that the integrity of all other AD 3.10.1 information has been lost and hence, is not considered a safety impact in its own right.	
AD 3.10.2	obstacles in Area 3:	obstacle identification or designation;	All	NA	NA	N	DAL3	Although a wrongly assigned obstacle ID may cause confusion, its location and height are more important and it is unlikely that a wrong ID would result in a safety impact for a flight.	
		type of obstacle;	All	NA	NA	N	DAL3	The type is of little relevance to flight operations as adequate clearance must be maintained irrespective of type and therefore no safety impact is foreseen.	

		obstacle position, represented by geographical coordinates in degrees, minutes, seconds and tenths of seconds;	All	0,5m	1/10 Sec	Y – Essential	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14 vol.II
		obstacle elevation and height to the nearest metre or foot;	All	0.5m	0,1m or 0,1ft	Y - Essential	NC	Integrity assigned by ICAO Annexes.	
		obstacle marking, and type and colour of obstacle lighting (if any);	All	NA	NA	N	DAL2	There is an increased possibility that an aircraft could come into contact with an unlit obstacle that is incorrectly reported as being lit. This was considered especially true where visual approaches are made. The mitigation is that the location and height of the obstacle should also be known and considered by the pilot.	
		if appropriate, an indication that the list of obstacles is available in electronic form, and a reference to GEN 3.1.6;	All	NA	NA	N	NA	No safety impact seen as this information would be used in the planning phase and not during flight operations.	
		NIL indication, if appropriate.	All	NA	NA	N	DAL3	A Nil indication would mean that the integrity of all other AD 3.10.2 information has been lost and hence, is not considered a safety impact in its own right.	
AD 3.11	Meteorological information Provided	name of the associated meteorological office;	All	NA	NA	N	NA	No safety impact seen as this information would be used in the planning phase and not during flight operations.	
		hours of service and, where applicable, the designation of the responsible meteorological office outside these hours;	All	NA	NA	N	DAL3		
		office responsible for preparation of TAFs and periods of validity and interval of issuance of the forecasts;	All	NA	NA	N	DAL3		
		availability of the trend forecasts for the Heliport, and interval of issuance;	All	NA	NA	N	DAL3		
		information on how briefing and/or consultation is provided;	All	NA	NA	N	DAL3		

		types of flight documentation supplied and language(s) used in flight documentation;	All	NA	NA	N	DAL3		
		charts and other information displayed or available for briefing or consultation;	All	NA	NA	N	DAL3		
		supplementary equipment available for providing information on meteorological conditions, e.g. weather radar and receiver for satellite images;	All	NA	NA	N	DAL3		
		the air traffic services unit(s) provided with meteorological information;	All	NA	NA	N	DAL3		
		additional information (e.g. concerning any limitation of service, etc.).	All	NA	NA	N	DAL3	The integrity of this information will be determined by the nature of the remarks shown. It is unlikely that there will be information in this section exceeding Essential but that cannot be guaranteed.	
AD 3.12	Heliport data	heliport type — surface-level, elevated or helideck;	All	NA	NA	N	DAL3	No impact on safety seen is this information is incorrectly reported as the pilot would be aware of the error before attempting to land.	
		touchdown and lift-off (TLOF) area dimensions to the nearest metre or foot;	All	1m	1m or 1ft	Y - Critical	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14 vol.II
		true bearings to one-hundredth of a degree of final approach and take-off (FATO) area;	All	1/100 Deg	1/100 Deg	Y - Routine	NC		For accuracy see annex 14 vol.II
		dimensions to the nearest metre or foot of FATO, and surface type;	All	1m	1m or 1ft	Y – Critical	NC		For accuracy see annex 14 vol.II
		surface and bearing strength in tonnes (1 000 kg) of TLOF;	All	NA	NA	N	DAL2	The safety of a flight may be compromised if a helicopter lands on a TLOF which is incorrectly reported as being strong enough to take the airframe when it is not. The impact could be significant but there are mitigations for most Heliports where large aircraft would land (e.g. ATS).	TLOF should probably read TLOF

geographical coordinates in degrees, minutes, seconds and hundredths of seconds of the geometric centre of TLOF or of each threshold of FATO (where appropriate);	All	1m	1/100 Sec – Horizontal 1m	Y - Critical	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14 vol.II
Geoid undulation to the nearest one-half metre or foot of the geometric centre of TLOF or of each threshold of FATO (where appropriate);	Geoid (??) ALL	0,25m (precision app) 0,5 m (non-precision app)	0,1 m (precision app) 1 m (non-precision app)	Y- Critical (precision app) Y- Essential (non-precision app)	NC		Geoid must probably read All. For accuracy see annex 14 vol II appendix 1 table a1-2. For resolution see annex 15 appendix 7 table a7-2.
TLOF and/or FATO elevation: — for precision approaches to the nearest one-half metre or foot;	PA – Elevation (??) ALL	0.5m or 1ft	1m or 1ft	Y - Critical	NC		PA-slope should probably read All. Accuracy is defined in metres only.
TLOF and/or FATO slope : — for precision approaches to the nearest one-half metre or foot;	PA-Slope (??) ALL	0.5m or 1ft (??) NA	1m or 1ft (??) NA	??	DAL2	Slope not seen to have a significant safety impact.	PA-slope should probably read All. Accuracy, publication resolution and integrity for the slope are not defined by ICAO.
TLOF and/or FATO elevation: — for non-precision approaches to the nearest metre or foot	NPA (??) ALL	1m or 1ft	0.1m or 0.1ft	Y - Essential	NC	Integrity assigned by ICAO Annexes.	NPA should probably read All Accuracy is defined in metres only.
TLOF and/or FATO slope: — for non-precision approaches to the nearest metre or foot	NPA (??) ALL	1m or 1ft (??) NA	0.1m or 0.1ft (??) NA	??	DAL2	Slope not seen to have a significant safety impact. Slope of FATO is determined by surrounding topography and obstacles and is therefore important. All other dimensions/characteristics of NPA variables are Essential.	NPA should probably read All. Accuracy, publication resolution and integrity for the slope are not defined by ICAO.
dimensions of safety area;	All	1m or 1ft (??)	1m or 1ft (??)	Y - Critical	NC	Integrity assigned by ICAO Annexes.	Accuracy, publication resolution and integrity classification are not defined by ICAO. Accuracy is only defined in metres.
dimensions, to the nearest metre or foot, of helicopter clearway;	All	1m or 1ft (??) NA	1m or 1ft	Y - Essential	NC		Accuracy is only defined in metres.
the existence of an obstacle-free zone;	All	1m or 1ft (??) NA	1m or 1ft (??) NA	N	DAL3	Unable to judge this. Read over from aerodromes	Existence of an OFZ is not expressed in metres or feet!! Accuracy is only defined in metres.

		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is possible that there will be information be as high as Critical but that cannot be guaranteed.	
AD 3.13	Declared distances	take-off distance available;	All	1m	1m or 1ft	Y - Critical	NC	Integrity assigned by ICAO Annexes.	For accuracy see annex 14 vol.II. For publication resolution see annex 15.
		rejected take-off distance available;	All	1m	1m or 1ft	Y – Critical	NC		
		landing distance available;	All	1m	1m or 1ft	Y – Critical	NC		
		remarks	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is possible that there will be information be as high as Critical but that cannot be guaranteed.	
AD 3.14	Approach and runway lighting	type, length and intensity of approach lighting system;	All	NA	NA	N	DAL2	The colour and style of lighting is used by a Pilot to ascertain significant points of the FATO and if incorrectly reported could result in a safety impact.	
		type of visual approach slope indicator system;	All	NA	NA	N	DAL2		
		characteristics and location of FATO area lights;	All	NA	NA	N	DAL2		
		characteristics and location of aiming point lights;	All	NA	NA	N	DAL2		
		characteristics and location of TLOF lighting system;	All	NA	NA	N	DAL2		
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is possible that there will be information be as high as Essential but that cannot be guaranteed.	
AD 3.15	Other lighting, secondary power supply	location, characteristics and hours of operation of heliport beacon;	All	NA	NA	N	DAL3	Not considered to have a significant impact on the safety of flight.	
		location and lighting of wind direction indicator (WDI);	All	NA	NA	N	DAL3	Not considered to have a significant impact on the safety of flight. Although needed y a pilot to judge the wind for landing, being incorrectly reported will not result in a miss-reading once it is located.	
		taxiway edge and taxiway centre line lights;	All	NA	NA	N	DAL2	The colour and style of lighting is used by a Pilot to ascertain the aircrafts location on the taxiway could result in a safety impact. Assignment of information relating to taxiway width was used in making judgement.	

		secondary power supply including switch-over time;	All	NA	1m or 1ft (??) NA	N	DAL3	A flight should be able to cope with the unexpected closure of a Heliport and that may be expected if this information was incorrectly reported.	Information about power supplies is not expressed in metres or feet!!
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is possible that there will be information be as high as Essential but that cannot be guaranteed.	
AD 3.16	Air traffic services airspace	airspace designation and geographical coordinates in degrees, minutes and seconds of the lateral limits;	All	100m	1 Sec	Y – Essential	NC	Based upon the ICAO classification of similar data items.	For accuracy see Annex 11.
		vertical limits;	All	NA (??) 50m	50m or 100ft	Y – Routine	NC	Based upon the ICAO classification of similar data items.	Identical to minimum altitudes as specified in annex 11 appendix 5?
		airspace classification;	All	NA	NA	N	DAL3	Not considered to have a significant impact on the safety of flight if incorrectly reported.	
		call sign and language(s) of the ATS unit providing service;	All	NA	NA	N	DAL3	Not considered to have a significant impact on the safety of flight as a failure to gain radio using contact would result in the pilot alternative means to make contact.	
		transition altitude;	All	NA	NA	N	DAL2	Not considered to have a significant impact on the safety of flight if incorrectly reported.	
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is probably that there will be information be no higher than Essential but that cannot be guaranteed.	
AD 3.17	Air traffic services communication facilities	service designation;	All	NA	NA	N	DAL3	Not considered to have a significant impact on the safety of flight if incorrectly reported as information could be gained from the en-route controller or on emergency frequency.	
		call sign;	All	NA	NA	N	DAL3		
		frequency(ies);	All	NA	NA	N	DAL3		
		hours of operation;	All	NA	NA	N	DAL2	The hours of operation being incorrectly reported could lead to a safety impact of the pilot was unable to make contact when urgently needed and reported as being available.	
		remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is probably that there will be information be no higher than Essential but that cannot be guaranteed.	

AD 3.18	Radio navigation and landing aids	type of aids, magnetic variation to the nearest degree, as appropriate, and type of supported operation for ILS/MLS, basic GNSS, SBAS, and GBAS and for VOR/ILS/MLS also station declination to the nearest degree used for technical line-up of the aid;	All	VAR 1°	1/10 Sec 1 Deg (Annexes) (??) VAR 1° Decl 1°	Y - Essential	NC	Based upon the ICAO classification of similar data items.	For accuracy see annex 14 vol.II. For publication resolution see annex 15.
		identification, if required;	All	NA	NA	N	DAL2	Needed to identify the Navaid and hence obtain the information related to it.	
		frequency(ies), as appropriate;	All	NA	NA	N	DAL2	Not considered to have a significant impact on the safety of flight if incorrectly reported as information could be gained from the ATS if necessary.	
		hours of operation, as appropriate;	All	NA	NA	N	DAL2	The hours of operation being incorrectly reported could lead to a safety impact of the pilot was unable to navigate using the Navaid when urgently needed and reported as being available.	
		geographical coordinates in degrees, minutes, seconds and tenths of seconds of the position of the transmitting antenna, as appropriate;	All	3m	1/10 Sec (Annexes)	Y - Essential	NC	Based upon the ICAO classification of similar data items.	For accuracy see annex 14 vol.II
		elevation of the transmitting antenna of DME to the nearest 30 m (100 ft) and of DME/P to the nearest 3 m (10 ft);	All	?? DME 3m DME/P	30m DME 3m DME/P	Y – Essential	NC	Based upon the ICAO classification of similar data items.	For DME/P accuracy see annex 14 vol.II. Accuracy of DME is not published in annex 14 vol II.
		Remarks.	All	NA	NA	N	SR	The integrity of this information will be determined by the nature of the remarks shown. It is probably that there will be information be no higher than Essential but that cannot be guaranteed.	
AD 3.19	Local traffic Regulations	Detailed description of regulations applicable to the traffic at the Heliport including standard routes for taxiing aircraft, parking regulations, school and training flights and similar but excluding flight procedures.	All	NA	NA	N	SR	Although incorrect reporting of these procedures may result in legal restrictions being broken, there is not seen to be a safety risk associated.	

AD 3.20	Noise abatement Procedures	Detailed description of noise abatement procedures established at the Heliport.	All	NA	NA	N	NA	Although incorrect reporting of these procedures may result in legal restrictions being broken, there is not seen to be a safety risk associated.	
AD 3.21	Flight Procedures	Detailed description of the conditions and flight procedures, including radar and /or ADS-B procedures, established on the basis of airspace organization at the heliport. When established, detailed description of the low visibility procedures at the heliport, including:	VFR	NA	NA	N	DAL1	The procedures published contain information whose accuracy is paramount and hence a loss of integrity could impact a flight. Therefore considered to contain critical information.	
		1) touchdown and lift-off (TLOF) area(s) and associated equipment authorized for use under low visibility procedures							
		2) defined meteorological conditions under which initiation, use and termination of low visibility procedures would be made;							
			IFR	NA	NA	N	DAL1		
		3) description of ground marking/lighting for use under low visibility procedures	Future	NA	NA	N	DAL1		
AD 3.22	Additional information	Additional information at the Heliport, such as an indication of bird concentrations at the Heliport, together with an indication of significant daily movement between resting and feeding areas, to the extent practicable.	All	NA	NA	N	SR	The integrity requirement will be dependent upon the nature of the information portrayed.	
AD 3.23	Charts related to an Heliport	Aerodrome/Heliport Chart — ICAO;	All	NA	NA	N	SR	The integrity of the information portrayed should meet that of information contained as specified in the above sections.	
		Aircraft Parking/Docking Chart — ICAO;	All	NA	NA	N	SR		

		Heliport Ground Movement Chart — ICAO;	All	NA	NA	N	SR		
		Heliport Obstacle Chart — ICAO Type A (for each runway);	All	NA	NA	N	SR		
		Precision Approach Terrain Chart — ICAO (precision approach Cat II and III runways);	IFR	NA	NA	N	SR		
		Area Chart — ICAO (departure and transit routes);	All	NA	NA	N	SR		
		Area Chart — ICAO (departure and transit routes);	All	NA	NA	N	SR		
		Area Chart — ICAO (arrival and transit routes);	All	NA	NA	N	SR		
		Standard Arrival Chart — Instrument — ICAO;	IFR	NA	NA	N	SR		
		Radar Minimum Altitude Chart — ICAO;	IFR	NA	NA	N	SR		
		Instrument Approach Chart — ICAO (for each runway and procedure type);	All	NA	NA	N	SR		
		Visual Approach Chart — ICAO;	VFR	NA	NA	N	SR		
		bird concentrations in the vicinity of the Heliport.	All	NA	NA	N	SR		