



Transmittal Note

25/2/05

Amendment No. 1
to the
SUPPLEMENT TO
ANNEX 11 — AIR TRAFFIC SERVICES
(Thirteenth Edition)

1. Amendment No. 1 to the Supplement to Annex 11 provides additional information received from States up to 25 February 2005 with respect to all amendments up to and including Amendment 42.
2. To incorporate Amendment No. 1 to this Supplement:
 - a) Replace pages (iii) to (vi) by the attached new pages dated 25/2/05.
 - b) Insert the attached replacement pages for Spain dated 25/2/05.
 - c) Insert the attached new country pages for Brazil, Latvia, Uzbekistan and Vanuatu dated 25/2/05.
 - d) Hand amend the country page for China (Hong Kong SAR) to read “China (Hong Kong, China)” and change the date at the bottom of the page to 25/2/05.
 - e) Record this amendment on page (ii) of the Supplement.

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Transmittal Note

31/12/03

SUPPLEMENT TO
ANNEX 11 — AIR TRAFFIC SERVICES
(Thirteenth Edition)

1. The attached Supplement supersedes all previous Supplements to Annex 11 and includes differences notified by Contracting States up to 31 December 2003 with respect to all amendments up to and including Amendment 42.
2. This Supplement should be inserted at the end of Annex 11, Thirteenth Edition. Additional differences and revised comments received from Contracting States will be issued at intervals as amendments to this Supplement.

SUPPLEMENT TO ANNEX 11 — THIRTEENTH EDITION

AIR TRAFFIC SERVICES

Differences between the national regulations and practices of Contracting States and the corresponding International Standards and Recommended Practices contained in Annex 11, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

DECEMBER 2003

INTERNATIONAL CIVIL AVIATION ORGANIZATION

RECORD OF AMENDMENTS TO SUPPLEMENT

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>
1	25/2/05	ICAO			

**AMENDMENTS TO ANNEX 11 ADOPTED OR APPROVED BY THE COUNCIL
SUBSEQUENT TO THE THIRTEENTH EDITION ISSUED JULY 2001**

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>
41	21/2/02	28/11/02			
42	7/3/03	27/11/03			

1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards and Recommended Practices of Annex 11, Thirteenth Edition, up to and including Amendment 42, or have commented on implementation.

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

<i>State</i>	<i>Date of notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Australia	17/11/03	1	31/12/03
Brazil	23/6/04	1	25/2/05
Canada	25/11/03	1-2	31/12/03
Chile	20/8/03	1	31/12/03
China			
Hong Kong, China	24/10/03	1	25/2/05
Cuba	14/8/03	1	31/12/03
Denmark	25/6/03	1	31/12/03
France	24/10/03	1	31/12/03
Germany	9/7/03	1	31/12/03
Latvia	15/6/04	1	25/2/05
Slovakia	10/11/03	1	31/12/03
Spain	25/2/05	1-3	25/2/05
Sweden	16/7/03	1-2	31/12/03
United Kingdom	28/10/03	1-2	31/12/03
Uzbekistan	13/10/04	1	25/2/05
Vanuatu	11/6/04	1-3	25/2/05

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

<i>State</i>	<i>Date of notification</i>	<i>State</i>	<i>Date of notification</i>
Argentina	29/10/03	Hungary	21/6/03
Bahrain	12/7/03	Ireland	27/10/03
Belgium	8/7/03	Monaco	6/11/03
Bolivia	1/7/03	Netherlands	10/9/03
Costa Rica	4/6/03	Romania	27/10/03
Estonia	21/11/03	Russian Federation	13/10/03
Greece	19/11/03	Tunisia	3/7/03

3. Contracting States from which no information has been received

Afghanistan	Antigua and Barbuda	Bangladesh
Albania	Armenia	Barbados
Algeria	Austria	Belarus
Andorra	Azerbaijan	Belize
Angola	Bahamas	Benin

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

4. Paragraphs with respect to which differences have been notified

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
Definitions	Brazil Canada Chile France Spain Sweden Uzbekistan United Kingdom Vanuatu	2.24.4 2.26.1 2.26.2 2.26.4 2.26.5 2.27.1 2.27.2 2.28	Sweden Spain United Kingdom Spain United Kingdom Spain Spain Spain Spain Uzbekistan
2.1.2	United Kingdom	3.1	United Kingdom
2.3.2	Sweden Uzbekistan		Uzbekistan Vanuatu
2.3.3	Uzbekistan	3.2	Brazil
2.5.2.2.1.1	United Kingdom	3.3.1	United Kingdom
2.5.2.3	United Kingdom	3.3.3	Denmark
2.6	Denmark Latvia Sweden		Slovakia Vanuatu United Kingdom
2.6.1	Canada Chile France United Kingdom Vanuatu	3.3.4 3.4.1 3.6.1.3.1 3.6.1.3.2 3.6.1.4 3.6.2.5	United Kingdom Uzbekistan Spain Spain Spain Spain
2.8	Sweden	3.7.2.1	Australia
2.9	Sweden	3.7.2.2	Australia
2.9.2.3	United Kingdom	3.7.3	Spain
2.9.3.2	Australia	3.7.3.1	Brazil
2.9.3.2.1	Australia		Canada
2.9.3.2.2	Australia United Kingdom		France Germany
2.9.3.3	United Kingdom		Vanuatu
2.9.5.1	Australia	3.7.4.2.1	Spain
2.9.5.5	United Kingdom		
2.11.1	France Spain	4.2.1	Uzbekistan Vanuatu
2.17.6	Australia	4.2.2	Canada Denmark
2.18.2	Germany		
2.18.3	Germany	4.3	Australia
2.18.4	Germany	4.3.4.8	Spain
2.18.5	Germany Uzbekistan	4.3.5 4.3.6.1	Spain Spain
2.19.1	Spain	4.3.7	Canada
2.19.2	Spain		Spain
2.21	Sweden	4.3.8	Canada
2.22.1.1	Spain		Spain
2.24.3	Spain		Uzbekistan



<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
4.3.9	Canada Spain Uzbekistan	7.1.2.1 7.1.3.3	Uzbekistan Australia
4.3.10	Australia	Appendix 2	Germany
4.4	Chile	Appendix 3	United Kingdom
4.4.1	Spain	Appendix 4	Canada Chile China Hong Kong, China Cuba Germany Sweden United Kingdom
4.4.2	Spain		
5.2	Uzbekistan		
5.2.1	Canada Slovakia		
5.2.2	Chile Spain Uzbekistan		
5.4	Slovakia		
6.2.2.3.7	United Kingdom	Appendix 5	Chile Germany United Kingdom
6.2.3.1.2	United Kingdom		
6.2.3.1.3	United Kingdom		
6.2.3.4	United Kingdom		

CHAPTER 2

- 2.9.3.2 Australian airspace is established in some CTA with a base of 500 ft.
- 2.9.3.2.1* Australian airspace is established in some CTA with a base of 500 ft.
- 2.9.3.2.2* Class E airspace (non-radar) and Class C airspace (radar) have a lower limit of FL 180.
- 2.9.5.1 Australian Regulations do not require IALS to be totally contained with CTA. Class E airspace is acceptable.
- Australian Regulations do not require IALS, SIDS/STARS to be protected with CTA steps or Class E airspace.
- 2.17.6* Australia does not utilize flexible use airspace.

CHAPTER 3

- 3.7.2.1 Australia currently has no standards related to transonic acceleration phases of flight for supersonic aircraft.
- 3.7.2.2* Australia currently has no standards related to transonic acceleration phases of flight for supersonic aircraft.

CHAPTER 4

- 4.3 Air services does not provide OFIS broadcasts, HF OFIS broadcasts or VHF OFIS broadcasts.
- 4.3.10 Air services does not provide OFIS broadcasts.

CHAPTER 7

- 7.1.3.3 Wind information is provided to the units providing approach control services by various means.

* Recommended Practice

CHAPTER 1

Definitions

Air traffic services reporting office. This term is not used, instead:

- at controlled aerodromes, the expression “aerodrome aeronautical information office” is used for the purpose of providing previous information service to the flights, and also receiving reports concerning air traffic services and flight plans submitted before departure.
- at non-controlled aerodromes, the expression “aerodrome flight information service unit” is used to designate a unit established at an aerodrome for the purpose of providing aerodrome information service to the flights, and also receiving reports concerning air traffic services and flight plans submitted before departure.

Air traffic services unit. A generic term meaning, variously, air traffic control unit or flight information service unit.

Special VFR flight. A VFR flight cleared by air traffic control to operate within a terminal control area or a control zone in meteorological conditions below VMC.

CHAPTER 3

3.2 a) 2)

By an approach control unit to which the attribution of providing such service has been delegated in a certain airspace.

3.7.3.1 c)

So as to avoid unnecessary frequency load, information contained in ATIS broadcasts is read back only on controller request.
