Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference 3.2.1 **Standard**	**3.2 Compliance by a foreign operator with laws, regulations and procedures of a State** 3.2.1 When a State identifies a case of non-compliance or suspected non-compliance by a foreign operator with laws, regulations and procedures applicable within that State's territory, or a similar serious safety issue with that operator, that State shall immediately notify the operator and, if the issue warrants it, the State of the Operator. Where the State of the Operator and the State of Registry are different, such notification shall also be made to the State of Registry, if the issue falls within the responsibilities of that State and warrants a notification.	CAR Part 12; CAA's surveillance system; CAR 129.55.	Different in character or other means of compliance	The provisions of this Standard are captured by the CAR Part 12 notification process and the CAA's surveillance system.	Note: foreign air transport operators are required by CAR 129.55 to report accidents and incidents occurring within New Zealand.

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Chapter 3 Reference 3.2.2 **Standard**	3.2.2 In the case of notification to States as specified in 3.2.1, if the issue and its resolution warrant it, the State in which the operation is conducted shall engage in consultations with the State of the Operator and the State of Registry, as applicable, concerning the safety standards maintained by the operator. *Note.— The* Manual of Procedures for Operations Inspection, Certification and Continued Surveillance *(Doc 8335) provides guidance on the surveillance of operations by foreign operators. The manual also contains guidance on the consultations and related activities, as specified in 3.2.2, including the ICAO model clause on aviation safety, which, if included in a bilateral or multilateral agreement, provides for consultations among States, when safety issues are identified by any of the parties to a bilateral or multilateral agreement on air services.*	CAR Part 12; CAA surveillance system.	Different in character or other means of compliance	The provisions of this Standard are captured by the CAR Part 12 process and the CAA's surveillance system.	
Chapter 3 Reference 3.3.2 **Standard**	3.3.2 All aeroplanes of a certificated take-off mass in excess of: a) 27 000 kg; or b) 15 000 kg with a passenger seating capacity greater than 19, and with a certificate of airworthiness first issued on or after 1 January 2027 shall be equipped with a means to support a flight data analysis programme.	Ref: requirement for a flight data recorder (not analysis requirement) CAR121.373 CAR121 Appendix B.6 CAR125.369 CAR 125 Appendix B.4	Different in character or other means of compliance	Applicability is +30 seats (CAR121.1) Applicability is 10-30 seats or MCTOW >5700 kg (CAR125.1) Aircraft seating differences in 121 & 125 vs ICAO. Flight data analysis is not required by NZ CAR however is implemented by some 121 airlines.	No requirement for flight data analysis but intention of standard is achieved.

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Chapter 3 Reference 3.3.3 **Standard**	3.3.3 The operator of an aeroplane equipped as described in 3.3.2 shall establish and maintain a flight data analysis programme as part of its safety management system.	N/A	Less protective or partially implemented or not implemented	Some CAR 121 airlines implement this	Flight data analysis is not required by NZ CAR however is implemented by some 121 airlines.
Chapter 3 Reference 3.3.5 **Standard**	3.3.5 A flight data analysis programme shall contain adequate safeguards to protect the source(s) of the data in accordance with Appendix 3 to Annex 19. *Note.— Guidance on the establishment of flight data analysis programmes is included in the* Manual on Flight Data Analysis Programmes (FDAP) *(Doc 10000).*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	This is being considered in the 2019(?) amendment to the Civil Aviation Act 1990.

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Chapter 3 Reference 3.3.6 **Standard**	3.3.6 States shall not allow the use of recordings or transcripts of CVR, CARS, Class A AIR and Class A AIRS for purposes other than the investigation of an accident or incident as per Annex 13, except where the recordings or transcripts are: a) related to a safety-related event identified in the context of a safety management system; are restricted to the relevant portions of a de-identified transcript of the recording; and are subject to the protections accorded by Annex 19; b) sought for use in criminal proceedings not related to an event involving an accident or incident investigation and are subject to the protections accorded by Annex 19; or c) used for inspections of flight recorder systems as provided in Section 7 of Appendix 8. *Note.— Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 to Annex 19. When an investigation under Annex 13 is instituted, investigation records are subject to the protections accorded by Annex 13.*	Transport Accident Investigation Commission (TAIC) Act 1990. Part 3.	Less protective or partially implemented or not implemented	The Act applies only to material in the Commission's possession.	Note: the TAIC Act 1990 can be downloaded from the New Zealand Legislation website, http://www.legislation.govt.nz.

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Chapter 3 Reference 3.5.1 **Standard**	**3.5 Aircraft tracking** 3.5.1 The operator shall establish an aircraft tracking capability to track aeroplanes throughout its area of operations. *Note.— Guidance on aircraft tracking capabilities is contained in the* Aircraft Tracking Implementation Guidelines *(Cir 347).*	CARs.	Less protective or partially implemented or not implemented	Not fully implemented.	
Chapter 3 Reference 3.5.2 **Recommendation**	3.5.2 **Recommendation.**— *The operator should track the position of an aeroplane through automated reporting at least every 15 minutes for the portion(s) of the in-flight operation(s) under the following conditions:* *a) the aeroplane has a maximum certificated take-off mass of over 27 000 kg and a seating capacity greater than 19; and* *b) where an ATS unit obtains aeroplane position information at greater than 15 minute intervals.* *Note.— See Annex 11, Chapter 2, for coordination between the operator and air traffic services providers regarding position report messages.*	CARs.	Less protective or partially implemented or not implemented	Not fully implemented.	Note: for aircraft operating in the Auckland Oceanic (NZZO) and adjacent FIRs, the ADS-C reporting interval has now been set at 14 minutes.

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Chapter 3 Reference 3.5.3 **Standard**	3.5.3 The operator shall track the position of an aeroplane through automated reporting at least every 15 minutes for the portion(s) of the in-flight operation(s) that is planned in an oceanic area(s) under the following conditions: a) the aeroplane has a maximum certificated take-off mass of over 45 500 kg and a seating capacity greater than 19; and b) where an ATS unit obtains aeroplane position information at greater than 15 minute intervals. *Note 1.— Oceanic area, for the purpose of aircraft tracking, is the airspace which overlies waters outside the territory of a State.* *Note 2.— See Annex 11, Chapter 2, for coordination between the operator and air traffic services providers regarding position report messages.* *Note 3.— Operational procedures for monitoring the [illegible] are contained in PANS-OPS, Volume III, Section 10.*	CARs.	Less protective or partially implemented or not implemented	Not fully implemented.	Note: for aircraft operating in the Auckland Oceanic (NZZO) and adjacent FIRs, the ADS-C reporting interval has now been set at 14 minutes.

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Chapter 3 Reference 3.5.4 **Standard**	3.5.4 Notwithstanding the provisions in 3.5.2 and 3.5.3, the State of the Operator may, based on the results of an approved risk assessment process implemented by the operator, allow for variations to automated reporting intervals. The process shall demonstrate how risks to the operation, resulting from such variations, can be managed and shall include at least the following: a) capability of the operator's operational control systems and processes, including those for contacting ATS units; b) overall capability of the aeroplane and its systems; c) available means to determine the position of, and communicate with, the aeroplane; d) frequency and duration of gaps in automated reporting; e) human factors consequences resulting from changes to flight crew procedures; and f) specific mitigation measures and contingency procedures. *Note.— Guidance on development, implementation and approval of the risk assessment process, which allows for variations to the need for automatic reporting and the required interval, including variation examples, is contained in the* Aircraft Tracking Implementation Guidelines *(Cir 347).*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 3 Reference 3.5.5 **Standard**	3.5.5 The operator shall establish procedures, approved by the State of the Operator, for the retention of aircraft tracking data to assist SAR in determining the last known position of the aircraft. *Note.— Refer to 4.2.1.3.1 for operator responsibilities when using third parties for the conduct of aircraft tracking under 3.5.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 4 Reference 4.1.3 **Standard**	4.1.3 The operator shall ensure that any inadequacy of facilities observed in the course of operations is reported to the authority responsible for them, without undue delay.	CAR 91.431.	Less protective or partially implemented or not implemented	Requirement is limited to IFR operations and aeronautical telecommunications facilities.	
Chapter 4 Reference 4.1.4 **Standard**	4.1.4 Subject to their published conditions of use, aerodromes and their facilities shall be kept continuously available for flight operations during their published hours of operations, irrespective of weather conditions.	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	

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Chapter 4 Reference 4.2.1.5 **Standard**	4.2.1.5 The air operator certificate shall contain at least the following information and shall follow the layout of Appendix 6, paragraph 2: a) the State of the Operator and the issuing authority; b) the air operator certificate number and its expiration date; c) the operator name, trading name (if different) and address of the principal place of business; d) the date of issue and the name, signature and title of the authority representative; and e) the location, in a controlled document carried on board, where the contact details of operational management can be found.	CAR Part 119; CAA certification process.	Less protective or partially implemented or not implemented	Not yet implemented in respect of the Appendix 6 layout requirements, or in respect of c) and e).	The information required by c) can be found in the Operations Specification, which, in terms of New Zealand CARs, is an integral part of the AOC.
Chapter 4 Reference 4.2.1.6 **Standard**	4.2.1.6 The operations specifications associated with the air operator certificate shall contain at least the information listed in Appendix 6, paragraph 3, and shall follow the layout of Appendix 6, paragraph 3. *Note.— Attachment B, paragraph 3.2.2, contains additional information that may be listed in the operations specifications associated with the air operator certificate.*	CAR 119.15; CAA certification process.	Less protective or partially implemented or not implemented	Not yet implemented in respect of Appendix 6 layout requirements.	Although the required information is listed in the Operations Specification, a summary page in Appendix 6 format will be added to the template operations specification to assist foreign inspectors in locating relevant information.

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Chapter 4 Reference 4.2.1.7 **Standard**	4.2.1.7 Air operator certificates and their associated operations specifications first issued from 20 November 2008 shall follow the layouts of Appendix 6, paragraphs 2 and 3.	CAR Part 119; CAA certification process.	Less protective or partially implemented or not implemented	Not yet implemented in respect of Appendix 6 layout requirements.	Work is currently in progress to address this issue.
Chapter 4 Reference 4.2.3.1 **Standard**	**4.2.3 Operations manual** 4.2.3.1 The operator shall provide, for the use and guidance of operations personnel concerned, an operations manual in accordance with Appendix 2. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.	CAR 119.65, 119.113.	Less protective or partially implemented or not implemented	Partially implemented; the requirements for the contents of the operations manual do not include all of the elements indicated in Appendix 2.	
Chapter 4 Reference 4.2.5 **Standard**	**4.2.5 In-flight simulation of emergency situations** The operator shall ensure that when passengers or cargo are being carried, no emergency or abnormal situations shall be simulated.	CAR 121.553(b).	Different in character or other means of compliance	The rule requires that training be conducted safely, in a structured manner, and without unacceptable risk to equipment, personnel, or third parties.	

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Chapter 4 Reference 4.2.7.4 **Recommendation**	4.2.7.4 **Recommendation.—** *The State of the Operator should approve such method only after careful consideration of the probable effects of the following factors on the safety of the operation in question:* *a) the accuracy and reliability with which the position of the aeroplane can be determined;* *b) the inaccuracies in the indications of the altimeters used;* *c) the characteristics of the terrain (e.g. sudden changes in the elevation);* *d) the probability of encountering unfavourable meteoro-logical conditions (e.g. severe turbulence and descending air currents);* *e) possible inaccuracies in aeronautical charts; and* *f) airspace restrictions.*	CAR 91.423.	Less protective or partially implemented or not implemented	No other requirements beyond those of the rule, which specifies only minimum flight altitudes, including over mountainous terrain.	

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Chapter 4 Reference 4.2.8.1.1 **Standard**	4.2.8.1.1 The State of the Operator shall authorize operational credit(s) for operations with advanced aircraft. Where the operational credit relates to low visibility operations, the State of the Operator shall issue a specific approval. Such authorizations shall not affect the classification of the instrument approach procedure. *Note 1.— Operational credit includes:* *a) for the purposes of an approach ban (4.4.1.2) or dispatch considerations, a minimum below the aerodrome operating minima;* *b) reducing or satisfying the visibility requirements; or* *c) requiring fewer ground facilities as compensated for by airborne capabilities.* *Note 2.— Guidance on operational credit and how to express the operational credit in the Operations Specifications is contained in the* Manual of All-Weather Operations *(Doc 9365).* *Note 3.— Information regarding a HUD or equivalent displays, including references to RTCA and EUROCAE documents, is contained in the* Manual of All-Weather Operations *(Doc 9365).*	CARs.	Less protective or partially implemented or not implemented	Not yet implemented.	As per 4.2.8.1.

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Chapter 4 Reference 4.2.8.2 **Standard**	4.2.8.2 The State of the Operator shall require that in establishing the aerodrome operating minima which will apply to any particular operation, the operator shall take full account of: a) the type, performance and handling characteristics of the aeroplane and any conditions or limitations stated in the flight manual; b) the composition of the flight crew, their competence and experience; c) the dimensions and characteristics of the runways which may be selected for use; d) the adequacy and performance of the available visual and non-visual ground aids; e) the equipment available on the aeroplane for the purpose of navigation, acquisition of visual references and/or control of the flight path during the approach, landing and the missed approach; f) the obstacles in the approach and missed approach areas and the obstacle clearance altitude/height for the instrument approach procedures; g) the means used to determine and report meteorological conditions; h) the obstacles in the climb-out areas and necessary clearance margins; i) the conditions prescribed in the operations specifications; and j) any minima that may be promulgated by the State of	CARs.	Less protective or partially implemented or not implemented	Not yet implemented.	

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	the Aerodrome. *Note.— Guidance on the establishment of aerodrome operating minima is contained in the* Manual of All-Weather Operations *(Doc 9365).*				

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Chapter 4 Reference 4.2.8.3 **Standard**	4.2.8.3 Instrument approach operations shall be classified based on the designed lowest operating minima below which an approach operation shall only be continued with the required visual reference as follows: a) Type A: a minimum descent height or decision height at or above 75 m (250 ft); and b) Type B: a decision height below 75 m (250 ft). Type B instrument approach operations are categorized as: 1) Category I (CAT I): a decision height not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range not less than 550 m; 2) Category II (CAT II): a decision height lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range not less than 300 m; and 3) Category III (CAT III): a decision height lower than 30 m (100 ft) or no decision height and a runway visual range less than 300 m or no runway visual range limitations. *Note 1.— Where decision height (DH) and runway visual range (RVR) fall into different categories of operation, the instrument approach operation would be conducted in accordance with the requirements of the most demanding category (e.g. an operation with a DH in the range of CAT III but with an RVR in the range of CAT III would be considered a CAT III operation or an operation with a DH in the range of CAT II but with an RVR in the range of CAT I would be considered a CAT II operation). This does not apply if the RVR and/or DH has been approved as operational credits.*	CAR Part 1.	Less protective or partially implemented or not implemented	The rule definition does not include Types A and B classification.	Categories II to IIIC are defined in Part 1, however.

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	Note 2. — The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach operation, the required visual reference is the runway environment. *Note 3.— Guidance on approach classification as it relates to instrument approach operations, procedures, runways and navigation systems is contained in the* Manual of All-Weather Operations *(Doc 9365).*				
Chapter 4 Reference 4.2.8.6 **Recommendation**	4.2.8.6 **Recommendation.—** *For instrument approach operations, aerodrome operating minima below 800 m visibility should not be authorized unless RVR information is provided.*	CAR 91.415.	Less protective or partially implemented or not implemented	The 800 m criterion is not specified.	
Chapter 4 Reference 4.2.8.7 **Standard**	4.2.8.7 The operating minima for 2D instrument approach operations using instrument approach procedures shall be determined by establishing a minimum descent altitude (MDA) or minimum descent height (MDH), minimum visibility and, if necessary, cloud conditions. *Note.— For guidance on applying a continuous descent final approach (CDFA) flight technique on non-precision approach procedures, refer to PANS-OPS (Doc 8168), Volume I, Part II, Section 5.*	CAR Part 1.	Different in character or other means of compliance	MDA/MDH are defined for non-precision approaches; the term 2D is defined separately.	Note: cloud conditions are not specified in any approach minima for NZ aerodromes.

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Chapter 4 Reference 4.2.8.8 **Standard**	4.2.8.8 The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing a decision altitude (DA) or decision height (DH) and the minimum visibility or RVR.	CAR Part 1.	Different in character or other means of compliance	The DA/DH definition does not include the term 3D but refers instead to precision approach. The term 3D instrument approach operation is defined separately	
Chapter 4 Reference 4.2.9 **Standard**	**4.2.9 Threshold crossing height for 3D instrument approach operations** The operator shall establish operational procedures designed to ensure that an aeroplane being used to conduct 3D instrument approach operations crosses the threshold by a safe margin, with the aeroplane in the landing configuration and attitude.	CAR 173.201.	Different in character or other means of compliance	The rule requires all instrument procedures to be designed in accordance with ICAO Docs 8168, 9697, 9365, 9613 and 9881; and Annexes 4, 6, 11, 14 and 15 as applicable.	
Chapter 4 Reference 4.2.10.3 **Standard**	4.2.10.3 Fuel and oil records shall be retained by the operator for a period of three months.	CAR 121.859, 125.859, 135.859.	More Exacting or Exceeds	Twelve months.	
Chapter 4 Reference 4.2.11.2 **Standard**	4.2.11.2 For each flight of an aeroplane above 15 000 m (49 000 ft), the operator shall maintain records so that the total cosmic radiation dose received by each crew member over a period of 12 consecutive months can be determined. *Note.— Guidance on the maintenance of cumulative radiation records is given in Circular 126 —* Guidance Material on SST Aircraft Operations.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 4 Reference 4.3.1 **Standard**	**4.3 Flight preparation** 4.3.1 A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane; b) the instruments and equipment prescribed in Chapter 6, for the particular type of operation to be undertaken, are installed and are sufficient for the flight; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane; d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured; f) a check has been completed indicating that the operating limitations of Chapter 5 can be complied with for the flight to be undertaken; and g) the Standards of 4.3.3 relating to operational flight planning have been complied with.	CAR 91.201.	Different in character or other means of compliance	The Standards are met, but certifying is not a rules requirement.	

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Chapter 4 Reference 4.3.2 **Standard**	4.3.2 Completed flight preparation forms shall be kept by the operator for a period of three months.	CAR 121.859, 125.859.	More Exacting or Exceeds	Twelve months.	
Chapter 4 Reference 4.3.3.1 **Standard**	**4.3.3 Operational flight planning** 4.3.3.1 An operational flight plan shall be completed for every intended flight. The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure. *Note.— The duties of a flight operations officer/flight dispatcher are contained in 4.6.*	CAR 121.59(b), 125.57(b).	Less protective or partially implemented or not implemented	No specific requirement for the operational flight plan to be approved and signed by the pilot-in-command or signed by the flight operations officer/flight dispatcher.	
Chapter 4 Reference 4.3.3.2 **Standard**	4.3.3.2 The operations manual must describe the content and use of the operational flight plan.	CAR Part 119.	Less protective or partially implemented or not implemented	Not specifically required.	

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Chapter 4 Reference 4.3.4.1.3 **Standard**	4.3.4.1.3 For an aerodrome to be selected as a take-off alternate the available information shall indicate that, at the estimated time of use, the conditions will be at or above the operator's established aerodrome operating minima for that operation.	121.161, 125.161, 135.161.	Different in character or other means of compliance	Each rule uses the term "appropriate aerodrome".	
Chapter 4 Reference 4.3.4.2 **Standard**	4.3.4.2 *En-route alternate aerodromes* En-route alternate aerodromes, required by 4.7 for extended diversion time operations by aeroplanes with two turbine engines, shall be selected and specified in the operational and filed flight plans, and, if applicable, in the preliminary flight plan.	CAR121.969 requires EDTO en-route alternates be provided to PiC (OFP). Nil CAR requirement for EDTO alternates on filed flight plan.	Different in character or other means of compliance	CAR121.59 requires a flight plan CAR91.407 details content of IFR flight plan AIPNZ ENR 1.10 includes enroute alternates "RALT" But does not detail EDTO en-route alternates.	

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Chapter 4 Reference 4.3.4.3.1 **Standard**	4.3.4.3 *Destination alternate aerodromes* 4.3.4.3.1 For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the operational and filed flight plans, and, if applicable, in the preliminary flight plan, unless: a) the duration of the flight from the departure aerodrome, or from the point of in-flight re-planning, to the destination aerodrome is such that, taking into account all meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that: 1) the approach and landing may be made under visual meteorological conditions; and 2) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure; or b) the aerodrome is isolated. Operations into isolated aerodromes do not require the selection of a destination alternate aerodrome(s) and shall be planned in accordance with 4.3.6.3 d) 4); 1) for each flight into an isolated aerodrome a point of no return shall be determined; and 2) a flight to be conducted to an isolated aerodrome shall not be continued past the point of no return unless a current assessment of meteorological conditions, traffic and other	CAR 91.405.	Different in character or other means of compliance	The rule prescribes one hour rather than a "reasonable time" either side of ETA. Instead of VMC, a ceiling of 1000 feet above the published minimum for the approach, and visibility of 5 km, or 2 km more than the published minimum, whichever is the greater, is prescribed.	

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	operational conditions indicate that a safe landing can be made at the estimated time of use. *Note 1.— Separate runways are two or more runways at the same aerodrome configured such that if one runway is closed, operations to the other runway(s) can be conducted.* *Note 2.— Guidance on planning operations to isolated aerodromes is contained in the* Flight Planning and Fuel Management (FPFM) Manual *(Doc 9976).*				
Chapter 4 Reference 4.3.4.3.2 **Standard**	4.3.4.3.2 Two destination alternate aerodromes shall be selected and specified in the operational and filed flight plans, and, if applicable, in the preliminary flight plan, when, for the destination aerodrome: a) meteorological conditions at the estimated time of use will be below the operator's established aerodrome operating minima for that operation; or b) meteorological information is not available.	CAR 91.405 CAR121.157	Different in character or other means of compliance	CAR91.405 The rule does not specifically require a second alternate aerodrome (but does specify "at least one"). CAR121.157 aligns with 4.3.4.3.2 a). Does not contain 4.3.4.3.2 b). And adds 91.405(a)(2) or two alternates if 91.405(b)	

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Chapter 4 Reference 4.3.4.4 **Standard**	4.3.4.4 Notwithstanding the provisions in 4.3.4.1, 4.3.4.2 and 4.3.4.3, the State of the Operator may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve operational variations to alternate aerodrome selection criteria. The specific safety risk assessment shall include at least the: a) capabilities of the operator; b) overall capability of the aeroplane and its systems; c) available aerodrome technologies, capabilities and infrastructure; d) quality and reliability of meteorological information; e) identified hazards and safety risks associated with each alternate aerodrome variation; and f) specific mitigation measures. *Note.— Guidance on performing a safety risk assessment and on determining variations, including examples of variations, is contained in the* Flight Planning and Fuel Management (FPFM) Manual *(Doc 9976) and the* Safety Management Manual *(Doc 9859).*	CARs.	Less protective or partially implemented or not implemented	Not specifically provided for in rules, although could be addressed under the CA Act 1990 s37, Exemption power of Director.	

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Chapter 4 Reference 4.3.5.3 **Standard**	4.3.5.3 To ensure that an adequate margin of safety is observed in determining whether or not an approach and landing can be safely carried out at each alternate aerodrome, the operator shall specify appropriate incremental values for height of cloud base and visibility, acceptable to the State of the Operator, to be added to the operator's established aerodrome operating minima. *Note.— Guidance on the selection of these incremental values is contained in the* Flight Planning and Fuel Management (FPFM) Manual *(Doc 9976).*	CARs.	Less protective or partially implemented or not implemented	Not specifically provided for in rules.	
Chapter 4 Reference 4.3.6.4 **Recommendation**	4.3.6.4 **Recommendation.—** *Operators should determine one final reserve fuel value for each aeroplane type and variant in their fleet rounded up to an easily recalled figure.*	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	
Chapter 4 Reference 4.3.7.2.1 **Standard**	4.3.7.2.1 The pilot-in-command shall request delay information from ATC when unanticipated circumstances may result in landing at the destination aerodrome with less than the final reserve fuel plus any fuel required to proceed to an alternate aerodrome or the fuel required to operate to an isolated aerodrome.	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	

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Chapter 4 Reference 4.3.7.2.2 **Standard**	4.3.7.2.2 The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than the planned final reserve fuel. *Note 1.— The declaration of MINIMUM FUEL informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.* *Note 2.— Guidance on declaring minimum fuel is contained in the* Flight Planning and Fuel Management (FPFM) Manual *(Doc 9976).*	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	

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Chapter 4 Reference 4.3.7.2.3 **Standard**	4.3.7.2.3 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel. *Note 1.— The planned final reserve fuel refers to the value calculated in 4.3.6.3 e) 1) or 2) and is the minimum amount of fuel required upon landing at any aerodrome.* *Note 2.— The words "MAYDAY FUEL" describe the nature of the distress conditions as required in Annex 10, Volume II, 5.3.2.1.1 b) 3.* *Note 3.— Guidance on procedures for in-flight fuel management is contained in the* Flight Planning and Fuel Management (FPFM) Manual *(Doc 9976).*	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	

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Chapter 4 Reference 4.3.8.2 **Standard**	4.3.8.2 When refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane. *Note 1.— The provisions of 4.3.8.1 do not necessarily require the deployment of integral aeroplane stairs or the opening of emergency exits as a prerequisite to refuelling.* *Note 2.— Provisions concerning aircraft refuelling are contained in Annex 14, Volume I, and guidance on safe refuelling practices is contained in the* Airport Services Manual, *(Doc 9137), Parts 1 and 8.* *Note 3.— Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.*	CAR 121.91, 125.73, 135.73.	Less protective or partially implemented or not implemented	The intercommunication requirement is not specified.	

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Chapter 4 Reference 4.3.10.1 **Recommendation**	**4.3.10 Time capability of cargo compartment fire suppression system** 4.3.10.1 **Recommendation.—** *All flights should be planned so that the diversion time to an aerodrome where a safe landing could be made does not exceed the cargo compartment fire suppression time capability of the aeroplane, when one is identified in the relevant aeroplane documentation, reduced by an operational safety margin specified by the State of the Operator.* *Note 1.— Cargo compartment fire suppression time capabilities will be identified in the relevant aeroplane documentation when they are to be considered for the operation.* *Note 2.— Fifteen minutes is an operational safety margin commonly retained for that purpose.* *Note 3.— Refer to Chapter 4, 4.7 for considerations of time capability of cargo compartment fire suppression systems for aeroplanes engaged in EDTO.*	CARs 121.953; 26.D.5.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 4 Reference 4.4.1.2 **Standard**	4.4.1.2 An instrument approach shall not be continued below 300 m (1 000 ft) above the aerodrome elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the aerodrome operating minima. *Note.— Criteria for the final approach segment is contained in PANS-OPS (Doc 8168), Volume II.*	CAR 121.159.	Different in character or other means of compliance	Rule specifies the final approach fix or commencement of the final approach segment as the approach limit.	

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Chapter 4 Reference 4.4.1.3 **Standard**	4.4.1.3 If, after entering the final approach segment or after descending below 300 m (1 000 ft) above the aerodrome elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, an aeroplane shall not continue its approach-to-land at any aerodrome beyond a point at which the limits of the operating minima specified for that aerodrome would be infringed. *Note.— Controlling RVR means the reported values of one or more RVR reporting locations (touchdown, mid-point and stop-end) used to determine whether operating minima are or are not met. Where RVR is used, the controlling RVR is the touchdown RVR, unless otherwise specified by State criteria.*	CAR 91.413.	Different in character or other means of compliance	Rule does not specify the 1000-foot requirement.	
Chapter 4 Reference 4.4.7 **Standard**	**4.4.7 In-flight operational instructions** Operational instructions involving a change in the filed or current flight plan shall, when practicable, be coordinated with the appropriate ATS unit before transmission to the aeroplane. *Note.— When the above coordination has not been poss-ible, operational instructions do not relieve a pilot of the responsibility for obtaining an appropriate clearance from an ATS unit, if applicable, before making a change in flight plan.*	CAR 91.409.	Less protective or partially implemented or not implemented	Partially implemented - no provision for change by other than pilot-in-command.	

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Chapter 4 Reference 4.4.9.2 **Recommendation**	4.4.9.2 **Recommendation.—** *Noise abatement procedures specified by the operator for any one aeroplane type should be the same for all aerodromes.* *Note.— A single procedure may not satisfy the requirements at some aerodromes.*	CAR Part 93.	Less protective or partially implemented or not implemented	Not all aerodromes are specified.	See also CAR 91.803.
Chapter 4 Reference 4.4.10.1 **Recommendation**	**4.4.10 Aeroplane operating procedures for rates of climb and descent** **Recommendation.—** *Unless otherwise specified in an air traffic control instruction, to avoid unnecessary airborne collision avoidance system (ACAS II) resolution advisories in aircraft at or approaching adjacent altitudes or flight levels, operators should specify procedures by which an aeroplane climbing or descending to an assigned altitude or flight level, especially with an autopilot engaged, may do so at a rate less than 8 m/sec or 1 500 ft/min (depending on the instrumenta-tion available) throughout the last 300 m (1 000 ft) of climb or descent to the assigned level when the pilot is made aware of another aircraft at or approaching an adjacent altitude or flight level.* *Note.— Material concerning the development of these procedures is contained in the PANS-OPS (Doc 8168) Volume I, Part III, Section 3, Chapter 3.*	CAR Part 91.	Less protective or partially implemented or not implemented	Not specified in CARs.	Note: see AIPNZ, ENR 1.1, para 9.4.3, which includes "The change of level should be made at an optimum rate consistent with the normal operating performance and configuration characteristics of the aircraft to 1000 ft above/below the assigned level, then reduced as appropriate until the assigned level is reached."

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Chapter 4 Reference 4.5.5 **Standard**	4.5.5 The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 11.4.1. *Note.— By virtue of Resolution A10-36 of the Tenth Session of the Assembly (Caracas, June–July 1956) "the General Declaration, [described in Annex 9] when prepared so as to contain all the information required by Article 34 [of the Convention on International Civil Aviation] with respect to the journey log book, may be considered by Contracting States to be an acceptable form of journey log book".*	CAR 91.112.	Less protective or partially implemented or not implemented	Rule does not place responsibility specifically on pilot-in-command.	

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Chapter 4 Reference 4.6.1 **Standard**	**4.6 Duties of flight operations officer/flight dispatcher** 4.6.1 A flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations in accordance with 4.2.1.3 shall: a) assist the pilot-in-command in flight preparation and provide the relevant information; b) assist the pilot-in-command in preparing the operational flight plan and the flight plan to be filed; c) when applicable, assist the pilot-in-command in preparing the preliminary flight plan, and submit it to a unit designated by the appropriate ATS authority; d) sign, when applicable, and file the flight plan to a unit designated by the appropriate ATS authority; e) furnish the pilot-in-command while in flight, by appropriate means, with information which may be necessary for the safe conduct of the flight; and f) notify the appropriate ATS unit when the position of the aeroplane cannot be determined by an aircraft tracking capability, and attempts to establish communication are unsuccessful. *Note 1.— The requirements for flight plans are contained in Annex 2* — Rules of the Air *and the procedures relating to flight plans and associated services are contained in the* Procedures for Air Navigation Services — Air Traffic Management *(PANS-ATM, Doc 4444).* *Note 2.— Detailed guidance on the use of the FF-ICE services, including the use of a preliminary flight plan, can be found in the* Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) *(Doc 9965).*	CAR Part 119; CAR 121.59.	Less protective or partially implemented or not implemented	Partially covered by CAR 121.59. Item d) in not applicable until 8 Nov 18.	Operations Officers/Flight Dispatchers are employed by airlines, but are not required by CARs or licensed per Chapter 10. Note re item d): Rules to be developed in advance of the applicability date of 8 Nov 18.

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Chapter 4 Reference 4.6.2 **Standard**	4.6.2 In the event of an emergency, a flight operations officer/flight dispatcher shall: a) initiate such procedures as outlined in the operations manual while avoiding taking any action that would conflict with ATC procedures; and b) convey safety-related information to the pilot-in-com-mand that may be necessary for the safe conduct of the flight, including information related to any amend-ments to the flight plan that become necessary in the course of the flight. *Note.— It is equally important that the pilot-in-command also convey similar information to the flight operations officer/ flight dispatcher during the course of the flight, particularly in the context of emergency situations.*	CAR 121.95(d).	Different in character or other means of compliance	Procedures not specific to only flight operations officers/flight dispatchers.	

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Chapter 4 Reference 4.7.2.3.1 **Standard**	4.7.2.3.1 Notwithstanding the provisions in 4.7.2.3 a), the State of the Operator may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve operations beyond the time limits of the most time-limited system. The specific safety risk assessment shall include at least the: a) capabilities of the operator; b) overall reliability of the aeroplane; c) reliability of each time-limited system; d) relevant information from the aeroplane manufacturer; and e) specific mitigation measures. *Note.— Guidance on the specific safety risk assessment is contained in the* Extended Diversion Time Operations (EDTO) Manual *(Doc 10085).*	CARs 121.953(b)and 121.955.	Different in character or other means of compliance	The items listed in a) to e) are included in the information that must be provided as part of an application per CAR 121.953(b); CAR 121.955 provides for approval by the Director.	

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Chapter 4 Reference 4.9.2 **Standard**	4.9.2 An aeroplane shall not be operated under the IFR or at night by a single pilot unless: a) the flight manual does not require a flight crew of more than one; b) the aeroplane is propeller-driven; c) the maximum approved passenger seating configuration is not more than nine; d) the maximum certificated take-off mass does not exceed 5 700 kg; e) the aeroplane is equipped as described in 6.23; and f) the pilot-in-command has satisfied requirements of experience, training, checking and recency described in 9.4.5.	CAR 125.525(b), CAR 135.511.	Less protective or partially implemented or not implemented	(b) no reference to propeller-driven aeroplanes. (c) and (d) Single pilot IFR restricted to aircraft with 14 seats or less excluding pilot seats.	

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Chapter 4 Reference 4.10.1 **Standard**	**4.10 Fatigue management** *Note.— Guidance on the development and implementation of fatigue management regulations is contained in the* Manual for the Oversight of Fatigue Management Approaches *(Doc 9966).* 4.10.1 The State of the Operator shall establish regulations for the purpose of managing fatigue. These regulations shall be based upon scientific principles, knowledge and operational experience with the aim of ensuring that flight and cabin crew members are performing at an adequate level of alertness. Accordingly, the State of the Operator shall establish: a) prescriptive regulations for flight time, flight duty period, duty period limitations and rest period requirements; and b) where authorizing the operator to use a Fatigue Risk Management System (FRMS) to manage fatigue, FRMS regulations.	CAR Part 121 and 125 Subpart K The implementation of Rule Part 100 Safety Management Systems provides regulatory powers to cover various operational risk such as fatigue risk management and other human factors related safety concerns.	Less protective or partially implemented or not implemented	Part 121 and 125 Subpart K is only applicable to flight crew	New Zealand has not established rules specifying the limits applicable to flight attendants (cabin crew)

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Chapter 4 Reference 4.10.6 **Standard**	4.10.6 Where the operator implements an FRMS to manage fatigue-related safety risks, the operator shall, as a minimum: a) incorporate scientific principles and knowledge within the FRMS; b) identify fatigue-related safety hazards and the resulting risks on an ongoing basis; c) ensure that remedial actions, necessary to effectively mitigate the risks associated with the hazards, are implemented promptly; d) provide for continuous monitoring and regular assessment of the mitigation of fatigue risks achieved by such actions; and e) provide for continuous improvement to the overall performance of the FRMS. *Note 1.— Detailed requirements for an FRMS are in Appendix 7.* *Note 2.— Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 to Annex 19.*	CAR 121.803.	Less protective or partially implemented or not implemented	There are no requriements for a fatigue risk management system	
Chapter 4 Reference 4.10.7 **Recommendation**	4.10.7 **Recommendation.—** *States should require that, where the operator has an FRMS, it is integrated with the operator's SMS.* *Note.— The integration of FRMS and SMS is described in the* Manual for the Oversight of Fatigue Management Approaches *(Doc 9966).*	AC100-1, section 1.6.2	Different in character or other means of compliance	Not requried to implement a FRMs within SMS	

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Chapter 4 Reference 4.10.8 **Standard**	4.10.8 The operator shall maintain records for all its flight and cabin crew members of flight time, flight duty periods, duty periods, and rest periods for a period of time specified by the State of the Operator.	CAR 121.803(c), 125.803(c).	Less protective or partially implemented or not implemented	Limited to flight crew, i.e. not applicable to flight attendants (cabin crew).	
Chapter 5 Reference 5.1.2 **Standard**	5.1.2 Except as provided in 5.4, single-engine aeroplanes shall only be operated in conditions of weather and light, and over such routes and diversions therefrom, that permit a safe forced landing to be executed in the event of engine failure.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 5 Reference 5.2.8.1 **Standard**	5.2.8.1 In determining the length of the runway available, account shall be taken of the loss, if any, of runway length due to alignment of the aeroplane prior to take-off.	CAR Part 121 Subpart D, CAR Part 125 Subpart D.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 5 Reference 5.3.2 **Standard**	5.3.2 The operator shall take account of charting accuracy when assessing compliance with 5.2.8.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 6 Reference 6.1.2 **Standard**	6.1.2 An aeroplane shall carry a certified true copy of the air operator certificate specified in Chapter 4, 4.2.1, and a copy of the operations specifications relevant to the aeroplane, issued in conjunction with the certificate. When the certificate and the associated operations specifications are issued by the State of the Operator in a language other than English, an English translation shall be included. *Note.— Provisions for the content of the air operator certificate and its associated operations specifications are contained in 4.2.1.5 and 4.2.1.6.*	CAR 91.111, CAR 121.855.	Less protective or partially implemented or not implemented	Rules requirements for the carriage of these documents have yet to be implemented.	Note: As an interim measure, New Zealand international operators have been advised to carry the documents.

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Chapter 6 Reference 6.2.2.1 **Standard**	6.2.2.1 Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2011 and any extinguishing agent used in a portable fire extinguisher in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall: a) meet the applicable minimum performance requirements of the State of Registry; and b) not be of a type listed in the 1987 *Montreal Protocol on Substances that Deplete the Ozone Layer* as it appears in the Eighth Edition of the *Handbook for the Montreal Protocol on Substances that Deplete the Ozone La*yer, Annex A, Group II. *Note.— Information concerning extinguishing agents is contained in the* UNEP Halons Technical Options Committee Technical Note No. 1 – New Technology Halon Alternatives *and* FAA Report No. DOT/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.	CAR Part 91 Appendix A, A.13.	Less protective or partially implemented or not implemented	(b) Halons 1211 and 1301 are still permitted, pending rules update.	

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Chapter 6 Reference 6.3.1.1.1 **Standard**	6.3.1.1 *Applicability* 6.3.1.1.1 All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less for which the application for type certification is submitted to a Contracting State on or after 1 January 2016 shall be equipped with: a) an FDR which shall record at least the first 16 parameters listed in Table A8-1 of Appendix 8; or b) a Class C AIR or AIRS which shall record at least the flight path and speed parameters displayed to the pilot(s), as defined in 2.2.3 of Appendix 8; or c) an ADRS which shall record at least the first 7 parameters listed in Table A8-3 of Appendix 8. *Note 1.— "The application for type certification is submitted to a Contracting State" refers to the date of application of the original "Type Certificate" for the aeroplane type, not the date of certification of particular aeroplane variants or derivative models.* *Note 2.— AIR or AIRS classification is defined in 6.2 of Appendix 8.*	CAR 125.369.	Less protective or partially implemented or not implemented	FDR is required except for aircraft first registered before 31 March 1997. Requirements for AIRS or ADRS not specified.	

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Chapter 6 Reference 6.3.1.1.2 **Recommendation**	6.3.1.1.2 **Recommendation.—** *All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2016 should be equipped with:* *a) an FDR which should record at least the first 16 parameters listed in Table A8-1 of Appendix 8; or* *b) a Class C AIR or AIRS which should record at least the flight path and speed parameters displayed to the pilot(s), as defined in 2.2.3 of Appendix 8; or* *c) an ADRS which should record at least the first 7 parameters listed in Table A8-3 of Appendix 8.*	CAR 125.369.	Less protective or partially implemented or not implemented	FDR is required except for aircraft first registered before 31 March 1997. Requirements for AIRS or ADRS not specified.	
Chapter 6 Reference 6.3.1.1.5 **Recommendation**	6.3.1.1.5 **Recommendation.—** *All multi-engined turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 1990 should be equipped with an FDR which should record at least the first 16 parameters listed in Table A8-1 of Appendix 8.*	CAR 125.369.	Less protective or partially implemented or not implemented	Aircraft of 5700 kg or less, registered on or before 31 March 1997, do not require a flight data recorder. DHC-6 aircraft are also specifically exempted.	
Chapter 6 Reference 6.3.1.1.6 **Standard**	6.3.1.1.6 All turbine-engined aeroplanes, for which the individual certificate of airworthiness was first issued before 1 January 1989, with a maximum certificated take-off mass of over 5 700 kg, except those in 6.3.1.1.8, shall be equipped with an FDR which shall record at least the first 5 parameters listed in Table A8-1 of Appendix 8.	CAR 121.373, 125.369.	Less protective or partially implemented or not implemented	CAR 125.369: Aircraft of 5700 kg or less, registered on or before 31 March 1997, do not require a flight data recorder. DHC-6 aircraft are also specifically exempted.	

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Chapter 6 Reference 6.3.1.3 **Standard**	6.3.1.3 *Duration* All FDRs shall retain the information recorded during at least the last 25 hours of their operation, with the exception of those installed on aeroplanes referenced in 6.3.1.1.5 for which the FDR shall retain the information recorded during at least the last 30 minutes of its operation, and, in addition, sufficient information from the preceding take-off for calibration purposes.	CAR Part 121 Appendix B, B.6; Part 125 Appendix B, B.4; Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Part 121 – 25 hours of data in digital form; Parts 125/135 – 8 hours in digital form.	
Chapter 6 Reference 6.3.2.1.2 **Recommendation**	6.3.2.1.2 **Recommendation.—** *All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2016 and required to be operated by more than one pilot should be equipped with either a CVR or a CARS.*	CAR Parts 121, 125.	Less protective or partially implemented or not implemented	Not yet implemented.	
Chapter 6 Reference 6.3.2.2 **Standard**	6.3.2.2 *Recording technology* CVRs and CARS shall not use magnetic tape or wire.	CAR Part 121 Appendix B, B.5; Part 125 Appendix B, B.3.	Less protective or partially implemented or not implemented	Not yet implemented in respect of magnetic tape.	
Chapter 6 Reference 6.3.2.3.1 **Standard**	6.3.2.3 *Duration* 6.3.2.3.1 All CVRs shall retain the information recorded during at least the last 2 hours of their operation.	CAR Part 121 Appendix B, B.5; Part 125 Appendix B, B.3.	Less protective or partially implemented or not implemented	Not yet implemented – current requirement is 30 minutes.	

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Chapter 6 Reference 6.3.2.3.2 **Standard**	6.3.2.3.2 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2022 shall be equipped with a CVR which shall retain the information recorded during at least the last 25 hours of its operation.	CAR Part 121, Appendix B, B.9.	Less protective or partially implemented or not implemented	The current specification is 30 minutes; yet to be updated.	
Chapter 6 Reference 6.3.2.4.1 **Standard**	6.3.2.4 *Cockpit voice recorder alternate power source* 6.3.2.4.1 An alternate power source shall automatically engage and provide 10 minutes, plus or minus one minute, of operation whenever aeroplane power to the recorder ceases, either by normal shutdown or by any other loss of power. The alternate power source shall power the CVR and its associated cockpit area microphone components. The CVR shall be located as close as practicable to the alternate power source. *Note 1.— "Alternate" means separate from the power source that normally provides power to the CVR. The use of aeroplane batteries or other power sources is acceptable provided that the requirements above are met and electrical power to essential and critical loads is not compromised.* *Note 2.— When the CVR function is combined with other recording functions within the same unit, powering the other functions is allowed.*	CAR Part 121 App B.	Less protective or partially implemented or not implemented	Not specified.	

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Chapter 6 Reference 6.3.2.4.2 **Standard**	6.3.2.4.2 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2018 shall be provided with an alternate power source, as defined in 6.3.2.4.1, that powers the forward CVR in the case of combination recorders.	CAR Part 121 App B.	Less protective or partially implemented or not implemented	Not yet specified.	Not known when this can be added to rules programme.
Chapter 6 Reference 6.3.2.4.3 **Recommendation**	6.3.2.4.3 **Recommendation.—** *All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2018 should be provided with an alternate power source, as defined in 6.3.2.4.1, that powers at least one CVR.*	CAR Part 121 App B.	Less protective or partially implemented or not implemented	Not yet specified.	As per 6.3.2.4.2.
Chapter 6 Reference 6.3.3.1.1 **Standard**	**6.3.3 Data link recorders** 6.3.3.1 *Applicability* 6.3.3.1.1 All aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 2016, which use any of the data link communications applications referred to in 5.1.2 of Appendix 8 and are required to carry a CVR, shall record the data link communications messages on a crash-protected flight recorder.	CARs.	Less protective or partially implemented or not implemented	Not yet implemented.	

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Chapter 6 Reference 6.3.3.1.2 **Standard**	6.3.3.1.2 All aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 2016, that are required to carry a CVR and are modified on or after 1 January 2016 to use any of the data link communications applications referred to in 5.1.2 of Appendix 8, shall record the data link communications messages on a crash-protected flight recorder, unless the installed data link communications equipment is compliant with a type certificate issued or aircraft modification first approved prior to 1 January 2016. *Note 1.— Refer to Table I-5 in Attachment I for examples of data link communication recording requirements.* *Note 2.— A Class B AIR could be a means for recording data link communications applications messages to and from the aeroplanes where it is not practical or is prohibitively expensive to record those data link communications applications messages on FDR or CVR.* *Note 3.— The "aircraft modifications" refer to modifications to install the data link communications equipment on the aircraft (e.g. structural, wiring).*	CARs.	Less protective or partially implemented or not implemented	Not yet implemented.	
Chapter 6 Reference 6.3.3.2 **Standard**	6.3.3.2 *Duration* The minimum recording duration shall be equal to the duration of the CVR.	CARs.	Less protective or partially implemented or not implemented	Not yet implemented.	

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Chapter 6 Reference 6.3.3.3 **Standard**	6.3.3.3 *Correlation* Data link recording shall be able to be correlated to the recorded cockpit audio.	CARs.	Less protective or partially implemented or not implemented	Not yet implemented.	
Chapter 6 Reference 6.3.5.2.2 **Standard**	6.3.5.2.2 To preserve flight recorder records, flight recorders shall be deactivated upon completion of flight time following an accident or incident. The flight recorders shall not be reactivated before their disposition as determined in accordance with Annex 13. *Note 1.— The need for removal of the flight recorder records from the aircraft will be determined by the investigation authority in the State conducting the investigation with due regard to the seriousness of an occurrence and the circumstances, including the impact on the operation.* *Note 2.— The operator's responsibilities regarding the retention of flight recorder records are contained in 11.6.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 6 Reference 6.3.5.3 **Standard**	6.3.5.3 *Continued serviceability* Operational checks and evaluations of recordings from the flight recorder systems shall be conducted to ensure the continued serviceability of the recorders. *Note.— Procedures for the inspections of the flight recorder systems are given in Appendix 8.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 6 Reference 6.3.5.4 **Recommendation**	6.3.5.4 *Flight recorder electronic documentation* **Recommendation**.— *The documentation requirement concerning FDR and ADRS parameters provided by operators to accident investigation authorities should be in electronic format and take account of industry specifications.* *Note.— Industry specification for documentation concerning flight recorder parameters may be found in the ARINC 647A,* Flight Recorder Electronic Documentation*, or equivalent document.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 6 Reference 6.3.5.5.1 **Recommendation**	6.3.5.5 *Combination recorders* 6.3.5.5.1 **Recommendation.—** *All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2016, and which are required to be equipped with both a CVR and an FDR, should be equipped with two combination recorders (FDR/CVR).*	CARs.	Less protective or partially implemented or not implemented	Not yet implemented.	

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Chapter 6 Reference 6.3.5.5.2 **Standard**	6.3.5.5.2 All aeroplanes of a maximum certificated take-off mass of over 15 000 kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2016, and which are required to be equipped with both a CVR and an FDR, shall be equipped with two combination recorders (FDR/CVR). One recorder shall be located as close to the cockpit as practicable and the other recorder located as far aft as practicable.	CARs.	Less protective or partially implemented or not implemented	Not yet implemented.	
Chapter 6 Reference 6.3.5.5.3 **Recommendation**	6.3.5.5.3 **Recommendation.—** *All aeroplanes of a maximum certificated take-off mass over 5 700 kg, required to be equipped with an FDR and a CVR, may alternatively be equipped with two combination recorders (FDR/CVR).* *Note.— The requirement of 6.3.4.5 may be satisfied by equipping the aeroplanes with two combination recorders (one forward and one aft) or separate devices.*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 6 Reference 6.3.5.5.4 **Recommendation**	6.3.5.5.4 **Recommendation.—** *All multi-engined turbine-powered aeroplanes of a maximum certificated take-off mass of 5 700 kg or less, required to be equipped with an FDR and/or a CVR, may alternatively be equipped with one combination recorder (FDR/CVR).*	CAR Part 135.	Less protective or partially implemented or not implemented	Not specified in CARs.	

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Chapter 6 Reference 6.3.6.1 **Standard**	**6.3.6 Flight recorder data recovery** 6.3.6.1 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg and authorized to carry more than nineteen passengers for which the application for type certification is submitted to a Contracting State on or after 1 January 2021, shall be equipped with a means approved by the State of the Operator, to recover flight recorder data and make it available in a timely manner.	CAR Part 121, Appendix B, B.9.	Less protective or partially implemented or not implemented	Not yet specified in the flight data recorder design standards.	
Chapter 6 Reference 6.3.6.2 **Standard**	6.3.6.2 In approving the means to make flight recorder data available in a timely manner, the State of the Operator shall take into account the following: a) the capabilities of the operator; b) overall capability of the aeroplane and its systems as certified by the State of Design; c) the reliability of the means to recover the appropriate CVR channels and appropriate FDR data; and d) specific mitigation measures. *Note.— Guidance on approving the means to make flight recorder data available in a timely manner is contained in the* Manual on Location of Aircraft in Distress and Flight Recorder Data Recovery *(Doc 10054).*	CAR 121.373; Part 121, Appendix B, B.9.	Less protective or partially implemented or not implemented	Not yet specified in the FDR requirements.	

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Chapter 6 Reference 6.4.2 **Standard**	6.4.2 VFR flights which are operated as controlled flights shall be equipped in accordance with 6.9.	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Controlled VFR flights are not required to be equipped to IFR standards.	
Chapter 6 Reference 6.5.1 **Standard**	**6.5 All aeroplanes on flights over water** **6.5.1 Seaplanes** All seaplanes for all flights shall be equipped with: a) one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided; b) equipment for making the sound signals prescribed in the International Regulations for Preventing Collisions at Sea, where applicable; and c) one sea anchor (drogue). *Note.— "Seaplanes" includes amphibians operated as seaplanes.*	CAR 91.527.	Less protective or partially implemented or not implemented	No sound signal requirement prescribed. Sea anchor requirement only for aircraft over 5700 kg MCTOW.	

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Chapter 6 Reference 6.5.2.1 **Standard**	**6.5.2 Landplanes** 6.5.2.1 Landplanes shall carry the equipment prescribed in 6.5.2.2: a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in accordance with 5.2.9 or 5.2.10; b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching.	CAR 91.525.	Less protective or partially implemented or not implemented	Item c) is not implemented.	

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Chapter 6 Reference 6.5.3.1 **Standard**	**6.5.3 All aeroplanes on long-range over-water flights** 6.5.3.1 In addition to the equipment prescribed in 6.5.1 or 6.5.2 whichever is applicable, the following equipment shall be installed in all aeroplanes when used over routes on which the aeroplane may be over water and at more than a distance corresponding to 120 minutes at cruising speed or 740 km (400 NM), whichever is the lesser, away from land suitable for making an emergency landing in the case of aircraft operated in accordance with 5.2.9 or 5.2.10, and 30 minutes or 185 km (100 NM), whichever is the lesser, for all other aeroplanes: a) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken; b) equipment for making the pyrotechnical distress signals described in Annex 2; and c) at the earliest practicable date, but not later than 1 January 2018, on all aeroplanes of a maximum certificated take-off mass of over 27 000 kg, a securely attached underwater locating device operating at a frequency of 8.8 kHz. This automatically activated underwater locating device shall operate for a minimum of 30 days and shall not be installed in wings or empennage. *Note.— Underwater locator beacon (ULB) performance requirements are as contained in the SAE AS6254,* Minimum Performance Standard for Low Frequency Underwater Locating Devices (Acoustic) (Self-Powered)*, or equivalent*	a) and b): CAR 91.525. c) CAR 121.B.6; CAR 125.B.4; CAR 135.B.4.	Less protective or partially implemented or not implemented	c) The rules currently state that each flight recorder shall be fitted with a ULB meeting the requirements of the TSO 121 series. The 90-day requirement is specified in TSO 121b.	Rules update is currently under consideration.

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	documents.				
Chapter 6 Reference 6.6 **Standard**	**6.6 All aeroplanes on flights over designated land areas** Aeroplanes, when operated across land areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, shall be equipped with such signalling devices and life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.	CAR 91.523, 91.529.	Less protective or partially implemented or not implemented	No designated areas.	
Chapter 6 Reference 6.11.1 **Recommendation**	**6.11 Pressurized aeroplanes when carrying passengers — weather radar** **Recommendation.—** *Pressurized aeroplanes when carrying passengers should be equipped with operative weather radar whenever such aeroplanes are being operated in areas where thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather radar, may be expected to exist along the route either at night or under instrument meteorological conditions.*	CAR 121.377, 125.373.	More Exacting or Exceeds	Required for turbine-powered aeroplanes operating under IFR.	

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Chapter 6 Reference 6.13 **Standard**	**6.13 All aeroplanes complying with the noise certification Standards in Annex 16, Volume I** An aeroplane shall carry a document attesting noise certification. When the document, or a suitable statement attesting noise certification as contained in another document approved by the State of Registry, is issued in a language other than English, it shall include an English translation. *Note.— The attestation may be contained in any document, carried on board, approved by the State of Registry.*	CAR 91.111.	Less protective or partially implemented or not implemented	Applies to foreign aircraft operating within New Zealand - not yet implemented for New Zealand aircraft.	
Chapter 6 Reference 6.15.1 **Standard**	**6.15 Aeroplanes required to be equipped with ground proximity warning systems (GPWS)** 6.15.1 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.	CAR 125.375.	Different in character or other means of compliance	Requirement is for TAWS Class A.	

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Chapter 6 Reference 6.15.3 **Recommendation**	6.15.3 **Recommendation.—** *All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less and authorized to carry more than five but not more than nine passengers should be equipped with a ground proximity warning system which provides the warnings of 6.15.7 a) and c), warning of unsafe terrain clearance and a forward looking terrain avoidance function.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not prescribed for aeroplanes operated under Part 135.	Current rules project.
Chapter 6 Reference 6.15.4 **Standard**	6.15.4 All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less and authorized to carry more than five, but not more than nine, passengers for which the individual certificate of airworthiness is first issued on or after 1 January 2026, shall be equipped with a ground proximity warning system which provides the warnings of 6.15.7 a) and c), warning of unsafe terrain clearance, and a forward looking terrain avoidance function.	Continuing Airworthiness Notice (CAN) - 31-001	Less protective or partially implemented or not implemented	Less protective.	The contents of this CAN is advisory only and is not mandatory. Policy work is to be carried out to determine if rule change is necessary or alternatively if other arrangements (such as other means of compliance) can be made to achieve the same objective.
Chapter 6 Reference 6.15.5 **Standard**	6.15.5 All piston-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which provides the warnings in 6.15.6 a) and c), warning of unsafe terrain clearance and a forward-looking terrain avoidance function.	CAR 121.379, 125.375.	Less protective or partially implemented or not implemented	Specified only for for turbine-powered aeroplanes. TAWS A is an alternative means of compliance with both rules.	

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Chapter 6 Reference 6.16.1 **Standard**	**6.16 Aeroplanes carrying passengers — cabin crew seats** **6.16.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981** All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.	CAR 91.505(a)(3)(ii).	Less protective or partially implemented or not implemented	The 15-degree requirement is not specified.	
Chapter 6 Reference 6.16.2.1 **Recommendation**	**6.16.2 Aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 1981** **Recommendation.—** *All aeroplanes should be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.* *Note.— Safety harness includes shoulder straps and a seat belt which may be used independently.*	CAR 91.505(a)(3)(ii).	Less protective or partially implemented or not implemented	15-degree requirement not specified.	

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Chapter 6 Reference 6.16.3 **Standard**	6.16.3 Cabin crew seats provided in accordance with 6.16.1 and 6.16.2 shall be located near floor level and other emergency exits as required by the State of Registry for emergency evacuation.	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 6 Reference 6.17.2 **Standard**	6.17.2 Except as provided for in 6.17.3, all aeroplanes authorized to carry more than 19 passengers shall be equipped with at least one automatic ELT or two ELTs of any type.	CAR 91.529.	More Exacting or Exceeds	Applies to all aeroplanes. The option of two ELTs of any type ceased to apply from 1 July 2008.	
Chapter 6 Reference 6.17.3 **Standard**	6.17.3 All aeroplanes authorized to carry more than 19 passengers for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with either: a) at least two ELTs, one of which shall be automatic; or b) at least one ELT and a capability that meets the requirements of 6.18. *Note.— In the case where the requirements for 6.18 are met by another system no automatic ELT is required.*	CAR 91.529, 121.353.	Less protective or partially implemented or not implemented	Applies only to aeroplanes performing regular air transport operations to, from and within countries outside New Zealand. Additional ELT also required to be automatic.	
Chapter 6 Reference 6.17.4 **Standard**	6.17.4 Except as provided for in 6.17.5, all aeroplanes authorized to carry 19 passengers or less shall be equipped with at least one ELT of any type.	CAR 91.529(a).	More Exacting or Exceeds	Automatic ELT required.	

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Chapter 6 Reference 6.18.1 **Standard**	**6.18 Location of an aeroplane in distress** 6.18.1 As of 1 January 2025, all aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2024, shall autonomously transmit information from which a position can be determined by the operator at least once every minute, when in distress, in accordance with Appendix 9.	CAR Part 121.	Less protective or partially implemented or not implemented	Not yet implemented.	Not yet implemented due to other legislative priorities. Active work is currently underway to implement into New Zealand regulations.
Chapter 6 Reference 6.18.2 **Recommendation**	6.18.2 **Recommendation.—** *All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2023, should autonomously transmit information from which a position can be determined at least once every minute, when in distress, in accordance with Appendix 9.*	CAR Part 121.	Less protective or partially implemented or not implemented	Not yet implemented.	Not yet implemented due to other legislative priorities. Active work is currently underway to implement into New Zealand regulations.
Chapter 6 Reference 6.18.3 **Standard**	6.18.3 The operator shall make position information of a flight in distress available to the appropriate organizations, as established by the State of the Operator. *Note 1.— Refer to 4.2.1.3.1 for operator responsibilities when using third parties.* *Note 2.— Operational procedures for monitoring and contained in PANS-OPS, Volume III, Section 10.*	CAR Part 121.	Less protective or partially implemented or not implemented	Not yet implemented.	Not yet implemented due to other legislative priorities. Active work is currently underway to implement into New Zealand regulations.

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Chapter 6 Reference 6.19.2 **Recommendation**	6.19.2 **Recommendation.—** *All aeroplanes should be equipped with an airborne collision avoidance system (ACAS II).*	CAR 121.383, 125.381.	Less protective or partially implemented or not implemented	Convair 580 and Fokker F27-500 aircraft on freight-only opeartions are not required to comply with CAR 121.383.	
Chapter 6 Reference 6.20.2 **Standard**	6.20.2 All aeroplanes for which the individual certificate of airworthiness is first issued after 1 January 2009 shall be equipped with a data source that provides pressure-altitude information with a resolution of 7.62 m (25 ft), or better.	CAR 91.541; CAR Part 91 Appendix A, A.23.	Less protective or partially implemented or not implemented	Resolution not yet specified in CARs.	
Chapter 6 Reference 6.20.3 **Standard**	6.20.3 All aeroplanes shall be equipped with a data source that provides pressure-altitude information with a resolution of 7.62 m (25 ft), or better.	CAR 91.541; CAR Part 91 Appendix A, A.23.	Less protective or partially implemented or not implemented	Resolution not yet specified in CARs.	

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Chapter 6 Reference 6.20.4 **Recommendation**	6.20.4 **Recommendation.—** *The Mode S transponder should be provided with the airborne/on-the-ground status if the aeroplane is equipped with an automatic means of detecting such status.* *Note 1.— These provisions will improve the effectiveness of airborne collision avoidance systems as well as air traffic services that employ Mode S radar. In particular, tracking processes are significantly enhanced with a resolution of 7.62 m (25 ft), or better.* *Note 2.— Mode C replies of transponders always report pressure altitude in 30.50 m (100 ft) increments irrespective of the resolution of the data source.*	CAR 91.541; CAR Part 91 Appendix A, A.22.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 6 Reference 6.21 **Standard**	**6.21 Microphones** All flight crew members required to be on flight deck duty shall communicate through boom or throat microphones below the transition level/altitude.	CAR 121.89(a)(2), 125.71(a)(2).	Different in character or other means of compliance	Required only when a CVR is fitted and the aircraft is below 10,000 feet.	

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Chapter 6 Reference 6.22.1 **Recommendation**	**6.22 Turbo-jet aeroplanes — forward-looking wind shear warning system** 6.22.1 **Recommendation.—** *All turbo-jet aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers should be equipped with a forward-looking wind shear warning system.*	CAR Parts 121, 125.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 6 Reference 6.23 **Standard**	**6.23 All aeroplanes operated by a single pilot under the instrument flight rules (IFR) or at night** For approval in accordance with 4.9.1, all aeroplanes operated by a single pilot under the IFR or at night shall be equipped with: a) a serviceable autopilot that has at least altitude hold and heading select modes; b) a headset with a boom microphone or equivalent; and c) means of displaying charts that enables them to be readable in all ambient light conditions.	a) CAR 125.525(b)(2), CAR 135.511(a)(2); b) CAR 125.525(b)(3), CAR 135.511(a)(3); c) not specified.	Less protective or partially implemented or not implemented	a) Not required for single pilot night VFR; b) Not required for single pilot night VFR; c) not specified.	

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Chapter 6 Reference 6.24 **Standard**	**6.24 Aeroplanes equipped with automatic landing systems, a head-up display (HUD) or equivalent displays, enhanced vision systems (EVS), synthetic vision systems (SVS) and/or combined vision systems (CVS)** Notwithstanding Chapter 4, 4.2.8.1.1 to 4.2.8.1.3, where aeroplanes are equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, or any combination of those systems into a hybrid system, criteria for the use of such systems for the safe operation of an aeroplane shall be established by the State of the Operator. *Note.— Information regarding automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, is contained in the* Manual of All-Weather Operations *(Doc 9365).*	CARs.	Less protective or partially implemented or not implemented	Not yet implemented.	

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Chapter 6 Reference 6.26.1 **Standard**	**6.26 TURBINE AEROPLANE - RUNWAY OVERRUN AWARENESS AND ALERTING SYSTEM (ROAAS)** 6.26.1 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg, for which the individual certificate of airworthiness is first issued on or after 1 January 2026, shall be equipped with a runway overrun awareness and alerting system (ROAAS). *Note.— Guidance material for ROAAS design is contained in EUROCAE ED-250, Minimum Operational Performance Specification (MOPS) for Runway Overrun Awareness and Alerting Systems (ROAAS), or equivalent documents.* _____	Part 135	Less protective or partially implemented or not implemented	Not implemented	Policy work is to be carried out to determine if rule change is necessary or alternatively if other arrangements (such as other means of compliance) can be made to achieve the same objective.

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Chapter 7 Reference 7.2.6 **Standard**	7.2.6 For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, a reduced vertical separation minimum (RVSM) of 300 m (1 000 ft) is applied between FL 290 and FL 410 inclusive: a) the aeroplane shall be provided with equipment which is capable of: 1) indicating to the flight crew the flight level being flown; 2) automatically maintaining a selected flight level; 3) providing an alert to the flight crew when a deviation occurs from the selected flight level. The threshold for the alert shall not exceed ± 90 m (300 ft); and 4) automatically reporting pressure-altitude; and b) the State of the Operator shall issue a specific approval for RVSM operations.	CAR 91.519(e).	More Exacting or Exceeds	7.2.4(a)(3) - For aircraft first issued with a type certificate after 31 December 1996, providing an aural and visual alert to the flight crew when a deviation of 200 feet from the selected flight level occurs.	

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Chapter 7 Reference 7.2.9 **Standard**	7.2.9 The State of the Operator that has issued an RVSM specific approval to the operator shall establish a requirement which ensures that a minimum of two aeroplanes of each aircraft type grouping of the operator have their height-keeping performance monitored, at least once every two years or within intervals of 1 000 flight hours per aeroplane, whichever period is longer. If the operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane shall be accomplished within the specified period. *Note.— Monitoring data from any regional monitoring programme established in accordance with Annex 11, 3.3.5.2, may be used to satisfy the requirement.*	CAR Part 91 Appendix A, A.10; AC91-4.	Less protective or partially implemented or not implemented	Not yet implemented.	
Chapter 7 Reference 7.5.1 **Standard**	**7.5 Electronic navigation data management** 7.5.1 The operator shall not employ electronic navigation data products that have been processed for application in the air and on the ground unless the State of the Operator has approved the operator's procedures for ensuring that the process applied and the products delivered have met acceptable standards of integrity and that the products are compatible with the intended function of the existing equipment. The State of the Operator shall ensure that the operator continues to monitor both the process and products. *Note.— Guidance relating to the processes that data suppliers may follow is contained in* RTCA DO-200A/EUROCAE ED-76 *and* RTCA DO-201A/EUROCAE ED-77.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 7 Reference 7.5.2 **Standard**	7.5.2 The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 8 Reference 8.2.1 **Standard**	**8.2 Operator's maintenance control manual** 8.2.1 The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance control manual, acceptable to the State of Registry, in accordance with the requirements of 11.2. The design of the manual shall observe Human Factors principles. *Note.— Guidance material on the application of Human Factors principles can be found in the* Human Factors Training Manual *(Doc 9683).*	CAR 119.63, 119.111.	Less protective or partially implemented or not implemented	No reference to Human Factors principles.	

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Chapter 8 Reference 8.3.1 **Standard**	**8.3 Maintenance programme** 8.3.1 The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, approved by the State of Registry, containing the information required by 11.3. The design and application of the operator's maintenance programme shall observe Human Factors principles. *Note.— Guidance material on the application of Human Factors principles can be found in the* Human Factors Training Manual *(Doc 9683)*.	CAR 119.63, 119.111.	Less protective or partially implemented or not implemented	No reference to Human Factors principles.	
Chapter 8 Reference 8.4.2 **Standard**	8.4.2 The records in 8.4.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service, and the records in 8.4.1 f) for a minimum period of one year after the signing of the maintenance release.	CAR 91.623.	More Exacting or Exceeds	All 12 months.	
Chapter 8 Reference 8.5.1 **Standard**	**8.5 Continuing airworthiness information** 8.5.1 The operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as prescribed by the State of Registry and report through the system specified in Annex 8, Part II, Chapter 4, 4.2.3 f) and 4.2.4.	CARs.	Less protective or partially implemented or not implemented	Not implemented but partially addressed by CAR 121.405.	The Annex 8 reference is Part II, Chapter 4, 4.2.3.1 f).

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Chapter 8 Reference 8.5.2 **Standard**	8.5.2 The operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall obtain and assess continuing airworthiness information and recommendations available from the organization responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the State of Registry. *Note.— Guidance on the interpretation of "the organization responsible for the type design" is contained in the* Airworthiness Manual *(Doc 9760)*.	CARs.	Less protective or partially implemented or not implemented	Not implemented but partially addressed by CAR 121.405.	The Annex 8 reference is Part II, Chapter 4, 4.2.3.1 f)..
Chapter 9 Reference 9.4.1.1 **Standard**	**9.4 Qualifications** *Note.— See the* Manual of Procedures for Establishment and Management of a State's Personnel Licensing System *(Doc 9379) for guidance of a general nature on cross-crew qualification, mixed-fleet flying and cross-credit.* **9.4.1 Recent experience — pilot-in-command and co-pilot** 9.4.1.1 The operator shall not assign a pilot-in-command or a co-pilot to operate at the flight controls of a type or variant of a type of aeroplane during take-off and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding 90 days on the same type of aeroplane or in a flight simulator approved for the purpose.	CAR 61.37.	Less protective or partially implemented or not implemented	Not implemented with regard to co-pilots. The rule also provides for demonstration of continued competency to a flight examiner or instructor, in lieu of the pilot-in-command requirement.	

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Chapter 9 Reference 9.4.5.2 **Recommendation**	9.4.5.2 **Recommendation.—** *The pilot-in-command should:* *a) for operations under the IFR or at night, have accumulated at least 50 hours flight time on the class of aeroplane, of which at least 10 hours shall be as pilot-in-command;* *b) for operations under the IFR, have accumulated at least 25 hours flight time under the IFR on the class of aeroplane, which may form part of the 50 hours flight time in sub-paragraph a);* *c) for operations at night, have accumulated at least 15 hours flight time at night, which may form part of the 50 hours flight time in sub-paragraph a);* *d) for operations under the IFR, have acquired recent experience as a pilot engaged in a single pilot operation under the IFR of:* *1) at least five IFR flights, including three instrument approaches carried out during the preceding 90 days on the class of aeroplane in the single pilot role; or* *2) an IFR instrument approach check carried out on such an aeroplane during the preceding 90 days;* *e) for operations at night, have made at least three take-offs and landings at night on the class of aeroplane in the single pilot role in the preceding 90 days; and* *f) have successfully completed training programmes that include, in addition to the requirements of 9.3,*	CAR 125.505, 125.509, 135.505, 135.509; CAR Part 61 Subpart Q.	Less protective or partially implemented or not implemented	(a) For single engine aeroplanes, 5 hours and 5 take-offs and landings. For multi-engine aeroplanes, reciprocating or turbine engine powered, 10 hours and 8 take-offs and landings. For turbojet or turbofan aeroplanes, 15 hours and 10 take-offs and landings. (b-c) CARs specify only composite experience on type without distinguishing between VFR, IFR, or night operations. (f) Not specified to this level of detail in CARs.	

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	passenger briefing with respect to emergency evacuation, autopilot management, and the use of simplified in-flight documentation.				

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Chapter 1 Reference 11.1 **Standard**	**CHAPTER 11. MANUALS, LOGS AND RECORDS** *Note.— The following additional manuals, logs and records are associated with this Annex but are not included in this chapter:* *Fuel and oil records — see 4.2.10* *Continuing Airworthiness Records — see 8.4* *Flight time, flight duty periods, duty periods and rest periods records — see 4.10.8* *Flight preparation forms — see 4.3* *Operational flight plan — see 4.3.3.1* *Pilot-in-command route and airport qualification records — see 9.4.3.4.* **11.1 Flight manual** *Note.— The flight manual contains the information specified in Annex 8.* The flight manual shall be updated by implementing changes made mandatory by the State of Registry.	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs, but is customary practice.	

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Chapter 1 Reference 11.4.1 **Recommendation**	**11.4 Journey log book** 11.4.1 **Recommendation.—** *The aeroplane journey log book should contain the following items and the corresponding roman numerals:* I — *Aeroplane nationality and registration.* II — *Date.* III — *Names of crew members.* IV — *Duty assignments of crew members.* V — *Place of departure.* VI — *Place of arrival.* VII — *Time of departure.* VIII — *Time of arrival.* IX — *Hours of flight.* X — *Nature of flight (private, aerial work, scheduled or non-scheduled).* XI — *Incidents, observations, if any.* XII — *Signature of person in charge.*	CARs 91.619; 91.112.	Different in character or other means of compliance	The equivalent document is the Technical Log (91.619).	See also 91.112, Daily flight records.

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Chapter 1 Reference 11.4.2 **Recommendation**	11.4.2 **Recommendation.—** *Entries in the journey log book should be made currently and in ink or indelible pencil.*	CAR Part 91 Subpart G.	Less protective or partially implemented or not implemented	Not specified in CARs.	Note: the Recommendation does not yet provide for electronic format.
Chapter 1 Reference 11.4.3 **Recommendation**	11.4.3 **Recommendation.—** *Completed journey log book should be retained to provide a continuous record of the last six months' operations.*	CAR 91.112(b).	More Exacting or Exceeds	Twelve months.	

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Chapter 1 Reference 13.4.1 **Standard**	**13.4 Training programmes** 13.4.1 The operator shall establish and maintain an approved security training programme which ensures crew members act in the most appropriate manner to minimize the consequences of acts of unlawful interference. As a minimum, this programme shall include the following elements: a) determination of the seriousness of any occurrence; b) crew communication and coordination; c) appropriate self-defence responses; d) use of non-lethal protective devices assigned to crew members whose use is authorized by the State of the Operator; e) understanding of behaviour of terrorists so as to facilitate the ability of crew members to cope with hijacker behaviour and passenger responses; f) live situational training exercises regarding various threat conditions; g) flight crew compartment procedures to protect the aeroplane; and h) aeroplane search procedures and guidance on least-risk bomb locations where practicable.	CAR 108.59.	Less protective or partially implemented or not implemented	Rule is less specific.	

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Chapter 1 Reference 13.6.1 **Recommendation**	**13.6 Miscellaneous** 13.6.1 **Recommendation.—** *Specialized means of attenuating and directing the blast should be provided for use at the least-risk bomb location.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 1 Reference 14.2 **Standard**	**14.2 Operators with no SPECIFIC APPROVAL FOR THE transport OF dangerous goods as cargo** The State of the Operator shall ensure that operators with no specific approval to transport dangerous goods have: a) established a dangerous goods training programme that meets the requirements of Annex 18, the applicable requirements of the Technical Instructions, Part 1, Chapter 4, and the requirements of the State's regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals; b) established dangerous goods policies and procedures in its operations manual to meet, at a minimum, the requirements of Annex 18, the Technical Instructions and the State's regulations to allow operator personnel to: 1) identify and reject undeclared dangerous goods, including COMAT classified as dangerous goods; and 2) report to the appropriate authorities of the State of the Operator and the State in which it occurred any: i) occasions when undeclared dangerous goods are discovered in cargo or mail; and ii) dangerous goods accidents and incidents.	CAR 92.203.	Different in character or other means of compliance	CAR 92.203(a) requires AOC holders or their handling agents whose personnel are assigned DG duties to have completed training. CAR 92.203(b) provides for training of personnel of operators not holding an AOC, or their agents.	

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