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 2 Reference 2.1.1.5 **Recommendation**	2.1.1.5 **Recommendation.—** *The pilot-in-command should have available on board the aeroplane the essential information concerning the search and rescue services in the area over which the aeroplane will be flown.*	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 2 Reference 2.1.4 **Standard**	**2.1.4 Specific approvals** The pilot-in-command shall not conduct operations for which a specific approval is required unless such approval has been issued by the State of Registry. Specific approvals shall follow the layout and contain at least the information listed in Appendix 2.4.	CARs.	Less protective or partially implemented or not implemented	Not specifically provided for.	
Chapter 2 Reference 2.2.1.2 **Recommendation**	2.2.1.2 **Recommendation**.— *The pilot-in-command, in making a decision on the adequacy of facilities and services available at an aerodrome of intended operation, should assess the level of safety risk associated with the aircraft type and nature of the operation, in relation to the availability of rescue and firefighting services (RFFS).*	CARs	Different in character or other means of compliance	Different in character	

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Chapter 2 Reference 2.2.2.2.1 **Standard**	2.2.2.2 Aerodrome operating minima 2.2.2.2.1 The pilot-in-command shall establish aerodrome operating minima in accordance with criteria specified by the State of Registry, for each aerodrome to be used in operations. When establishing aerodrome operating minima, any conditions that may be prescribed in the list of specific approvals shall be observed. Such minima shall not be lower than any that may be established for such aerodromes by the State of the Aerodrome, except when specifically approved by that State. *Note.— This Standard does not require the State of the Aerodrome to establish aerodrome operating minima.*	CARs.	Less protective or partially implemented or not implemented	Not yet implemented. Currently aerodrome minima are published in AIPNZ.	

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Chapter 2 Reference 2.2.2.2.1.1 **Standard**	2.2.2.2.1.1 The State of Registry shall authorize operational credit(s) for operations with advanced aircraft. Where the operational credit relates to low visibility operations, the State of Registry 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 (2.2.4.1.2) 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 specific approvals template 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.	

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Chapter 2 Reference 2.2.2.2.1.2 **Standard**	2.2.2.2.1.2 When issuing a specific approval for the operational credit, the State of Registry shall ensure that the: a) aeroplane meets the appropriate airworthiness certification requirements; b) information necessary to support effective crew tasks for the operation is appropriately available to both pilots where the number of flight crew members specified in the operations manual (or other documents associated with the certificate of airworthiness) is more than one; c) operator/owner has carried out a safety risk assessment of the operations supported by the equipment; d) operator/owner has established and documented normal and abnormal procedures and MEL; e) operator/owner has established a training programme for the flight crew members and relevant personnel involved in the flight preparation; f) operator/owner has established a system for data collection, evaluation and trend monitoring for low visibility operations for which there is an operational credit; and g) operator/owner has instituted appropriate procedures with respect to continuing airworthiness (maintenance and repair) practices and programmes. *Note 1.— Guidance on safety risk assessments is contained in the* Safety Management Manual *(Doc 9859).* *Note 2.— Guidance on operational approvals is contained in the* Manual of All-Weather Operations (*Doc 9365).*	CARs	Less protective or partially implemented or not implemented	Not defined	

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Chapter 2 Reference 2.2.2.2.1.3 **Standard**	2.2.2.2.1.3 For operations with operational credit with minima above those related to low visibility operations, the State of Registry shall establish criteria for the safe operation of the aeroplane. *Note.— Guidance on operational credit for operations with minima above those related to low visibility operations is contained in the* Manual of All-Weather Operations *(Doc 9365).*	CARs	Less protective or partially implemented or not implemented	Not defined	

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Chapter 2 Reference 2.2.2.2.2 **Standard**	2.2.2.2.2 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; 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.* *Note 2.— The required visual reference means that*	CARs, 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 , however.

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	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 2 Reference 2.2.2.2.3 **Standard**	2.2.2.2.3 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.*	CARs, Part 1.	Different in character or other means of compliance	MDA/MDA are defined for non-precision approaches; the term 2D is not used in the definitions, although it is defined separately.	Note: cloud conditions are not specified in any approach minima for NZ aerodromes.
Chapter 2 Reference 2.2.2.2.4 **Standard**	2.2.2.2.4 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; 3D, however, is defined separately.	

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Chapter 2 Reference 2.2.3.4.2 **Standard**	2.2.3.4.2 A flight to be conducted in accordance with the instrument flight rules shall not: a) take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the aerodrome operating minima for that operation; and b) take off or continue beyond the point of in-flight re-planning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 2.2.3.5, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the estimated time of use, at or above the aerodrome operating minima for that operation.	a) CAR 91.413; b)CAR 91.405(b).	Less protective or partially implemented or not implemented	CAR 91.405(b) does not cover the in-flight re-planning case.	

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Chapter 2 Reference 2.2.3.5 **Standard**	2.2.3.5 Alternate aerodromes *Destination alternate aerodromes* 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 flight plans, 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 of intended landing is isolated and: 1) a standard instrument approach procedure is prescribed for the aerodrome of intended landing; 2) a point of no return has been determined; and 3) a flight shall not be continued past the point of no return unless available current meteorological information indicates that the following meteorological conditions will exist at the estimated time of use:	CAR 91.405.	Less protective or partially implemented or not implemented	The rule does not provide for the isolated aerodrome situation in b).	The "reasonable period" is specified as one hour in the rule.

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	i) a cloud base of at least 300 m (1 000 ft) above the minimum associated with the instrument approach procedure; and ii) visibility of at least 5.5 km (3 NM) or of 4 km (2 NM) more than the minimum associated with the instrument approach procedure. *Note.— 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.*				
Chapter 2 Reference 2.2.3.6.2 **Standard**	2.2.3.6.2 The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a re-analysis and, if applicable, adjustment of the planned operation.	CAR 121.75(d).	Less protective or partially implemented or not implemented	Rule applies only to large aircraft (Section 3 of this Annex).	
Chapter 2 Reference 2.2.3.7.1 **Recommendation**	2.2.3.7 Refuelling with passengers on board 2.2.3.7.1 **Recommendation.—** *An aeroplane should not be refuelled when passengers are embarking, on board or disembarking unless it is attended by the pilot-in-command or other qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.*	CAR 91.15.	More Exacting or Exceeds	Not permitted for Part 91 operations.	

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Chapter 2 Reference 2.2.3.7.2 **Recommendation**	2.2.3.7.2 **Recommendation.—** *When refuelling with passengers embarking, on board or disembarking, two-way communications should be maintained by the aeroplane's intercommunication system or other suitable means between the ground crew supervising the refuelling and the pilot-in-command or other qualified personnel required by 2.2.3.7.1.* *Note 1.— The provisions of 2.2.3.7.1 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 91.15.	More Exacting or Exceeds	Not permitted for Part 91 operations.	

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Chapter 2 Reference 2.2.4.1.1 **Standard**	**2.2.4 In-flight procedures** 2.2.4.1 Aerodrome operating minima 2.2.4.1.1 A flight shall not be continued towards the aerodrome of intended landing, unless the latest available information indicates that at the expected time of arrival, a landing can be effected at that aerodrome or at least one destination alternate aerodrome, in compliance with the operating minima established in accordance with 2.2.2.2.	CAR 91.405, 91.413.	Less protective or partially implemented or not implemented	Rules do not specifically preclude this.	
Chapter 2 Reference 2.2.4.1.2 **Standard**	2.2.4.1.2 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 91.413.	Less protective or partially implemented or not implemented	Rule does not specify the 1000-foot limit.	

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Chapter 2 Reference 2.2.4.1.3 **Standard**	2.2.4.1.3 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 beyond a point at which the limits of the aerodrome operating minima would be infringed. *Note.— Controlling RVR means the reported values of one or more RVR reporting locations (touchdown, midpoint 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 2 Reference 2.2.4.8.2 **Standard**	2.2.4.8.2 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, or other air traffic delays, may result in landing with less than the planned final reserve fuel. *Note.— 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, or air traffic delays, 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.*	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	

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Chapter 2 Reference 2.2.4.8.3 **Standard**	2.2.4.8.3 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the calculated usable fuel estimated 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 2.2.3.6 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).*	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	
Chapter 2 Reference 2.2.5.2 **Standard**	2.2.5.2 The pilot-in-command shall be responsible for ensuring that a flight: a) will not be commenced if any flight crew member is incapacitated from performing duties by any cause such as injury, sickness, fatigue, the effects of any psychoactive substance; and b) will not be continued beyond the nearest suitable aerodrome when flight crew members' capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness or lack of oxygen.	CA Act 1990 s13; CAR 91.203(1).	Less protective or partially implemented or not implemented	The rule does not provide for b).	

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Chapter 2 Reference 2.4.2.2 **Standard**	2.4.2.2 An aeroplane shall be equipped with or carry on board: a) an accessible first-aid kit; b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in: 1) the pilot's compartment; and 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew; *Note.— Refer to 2.4.2.3 for fire extinguishing agents.* c) 1) a seat or berth for each person over an age to be determined by the State of Registry; and 2) a seat belt for each seat and restraining belts for each berth; d) the following manuals, charts and information: 1) the flight manual or other documents or information concerning any operating limitations prescribed for the aeroplane by the certificating authority of the State of Registry, required for the application of Chapter 2.3; 2) any specific approval issued by the State of Registry, if applicable, for the operation(s) to be conducted; 3) current and suitable charts for the route of the	a) CAR 91.523; b) CAR 91.523; c) CAR 91.505; d)1) CAR 91.111; d)3) CAR 91.221.	Less protective or partially implemented or not implemented	Items d)2), d4), d)5), and e) not specified.	

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	proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; 4) procedures, as prescribed in Annex 2, for pilots-in-command of intercepted aircraft; 5) visual signals for use by intercepting and intercepted aircraft, as contained in Annex 2; and 6) the journey log book for the aeroplane; e) where the aeroplane is fitted with fuses that are accessible in flight, spare electrical fuses of appropriate ratings for replacement of those fuses.				

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Chapter 2 Reference 2.4.2.3 **Standard**	2.4.2.3 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	Halons 1211 and 1301 are still permitted pending identification of an acceptable replacement.	
Chapter 2 Reference 2.4.2.4 **Recommendation**	2.4.2.4 **Recommendation.—** *Aeroplanes on all flights should be equipped with the ground-air signal codes for search and rescue purposes.*	CAR 91.221.	Less protective or partially implemented or not implemented	Not specified.	

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Chapter 2 Reference 2.4.2.5 **Recommendation**	2.4.2.5 **Recommendation.—** *Aeroplanes on all flights should be equipped with a safety harness for each flight crew member seat.* *Note.—- Safety harness includes shoulder strap(s) and a seat belt which may be used independently.*	CAR 91.505.	Less protective or partially implemented or not implemented	Required for aeroplanes having a certificated seating capacity of 10 passenger seats or more.	
Chapter 2 Reference 2.4.3.2 **Recommendation**	2.4.3.2 **Recommendation.—** *VFR flights which are operated as controlled flights should be equipped in accordance with 2.4.7.*	CAR 91.509.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 2 Reference 2.4.4.1 **Standard**	**2.4.4 Aeroplanes on flights over water** 2.4.4.1 Seaplanes Seaplanes for all flights shall be equipped with: a) one life jacket, or equivalent individual floatation device, for each person on board, stowed in a position readily accessible from the seat or berth; b) equipment for making the sound signals prescribed in the *International Regulations for Preventing Collisions at Sea*, where applicable; c) one anchor; and d) one sea anchor (drogue), when necessary to assist in manoeuvring. *Note.— "Seaplanes" includes amphibians operated as seaplanes*.	CAR 91.527.	Less protective or partially implemented or not implemented	Items b) and c) not specified; d) requirement limited to aircraft over 5700 kg MCTOW.]	

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Chapter 2 Reference 2.4.8 **Standard**	**2.4.8 Aeroplanes when operated at night** Aeroplanes, when operated at night, shall be equipped with: a) the equipment specified in 2.4.7; and b) the lights required by Annex 2 for aircraft in flight or operating on the movement area of an aerodrome; *Note.— Specifications for lights meeting the requirements of Annex 2 for navigation lights are contained in Appendix 2.1. The general characteristics of lights are specified in Annex 8.* c) a landing light; d) illumination for all flight instruments and equipment that are essential for the safe operation of the aeroplane that are used by the flight crew; e) lights in all passenger compartments; and f) an independent portable light for each crew member station.	CAR 91.233, 91.511, 91.221(a)(4).	Different in character or other means of compliance	Although the following equipment is not specified for night VFR flight: a) the means of preventing airspeed indication malfunctioning due to either condensation or icing; attitude display; stabilized heading display; outside air temperature indication; rate of climb and descent indicator. c) landing light. e) passenger compartment lighting, any international GA flight, whether by day or night, would invariably be conducted under IFR and thus be required to meet the standard in full.	

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Chapter 2 Reference 2.4.9 **Standard**	**2.4.9 Aeroplanes complying with the noise certification Standards in Annex 16, Volume I** An aeroplane shall carry a document attesting noise certification. *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	Required only for foreign aircraft operating within New Zealand - not yet implemented for New Zealand aircraft.	Note: for aircraft operating to another State that applies this standard, CAA will issue a noise certificate on request.
Chapter 2 Reference 2.4.11.1 **Standard**	**2.4.11 Aeroplanes required to be equipped with ground proximity warning systems (GPWS)** 2.4.11.1 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 Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 2 Reference 2.4.11.2 **Recommendation**	2.4.11.2 **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 has a forward-looking terrain avoidance function.*	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	

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Chapter 2 Reference 2.4.11.3 **Recommendation**	2.4.11.3 **Recommendation.—** *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 should be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.*	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 2 Reference 2.4.11.4 **Standard**	2.4.11.4 A ground proximity warning system shall provide automatically a timely and distinctive warning to the flight crew when the aeroplane is in potentially hazardous proximity to the earth's surface.	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 2 Reference 2.4.11.5 **Standard**	2.4.11.5 A ground proximity warning system shall provide, at a minimum, warnings of at least the following circumstances: a) excessive descent rate; b) excessive altitude loss after take-off or go-around; and c) unsafe terrain clearance.	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	

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Chapter 2 Reference 2.4.11.6 **Recommendation**	2.4.11.6 **Recommendation.—** *A ground proximity warning system should provide, as a minimum, warnings of at least the following circumstances:* *a) excessive descent rate;* *b) excessive terrain closure rate;* *c) excessive altitude loss after take-off or go-around;* *d) unsafe terrain clearance while not in landing configuration;* *1) gear not locked down;* *2) flaps not in a landing position; and* *e) excessive descent below the instrument glide path.*	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	

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Chapter 2 Reference 2.4.11.7 **Standard**	2.4.11.7 A ground proximity warning system installed in turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers for which the individual certificate of airworthiness was first issued after 1 January 2011 shall provide, as a minimum, warnings of at least the following circumstances: a) excessive descent rate; b) excessive terrain closure rate; c) excessive altitude loss after take-off or go-around; d) unsafe terrain clearance while not in landing configuration; 1) gear not locked down; 2) flaps not in a landing position; and e) excessive descent below the instrument glide path.	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 2 Reference 2.4.12.2 **Standard**	2.4.12.2 Except as provided for in 2.4.12.3, all aeroplanes shall be equipped with at least one ELT of any type.	CAR 91.529.	More Exacting or Exceeds	Automatic ELT required.	

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Chapter 2 Reference 2.4.14.1 **Recommendation**	**2.4.14 Microphones** **Recommendation.—** *When operating under the instrument flight rules all flight crew members required to be on flight deck duty should communicate through boom or throat microphones below the transition level/altitude.*	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 2 Reference 2.5.1.2 **Standard**	2.5.1.2 When compliance with 2.5.1.1 requires that more than one communication equipment unit be provided, each shall be independent of the other or others to the extent that a failure in any one will not result in failure of any other.	CAR 91.519(g).	Less protective or partially implemented or not implemented	Not specified for non-commercial operations, except for operations in RVSM or MNPS airspace.	

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Chapter 2 Reference 2.5.2.7 **Standard**	2.5.2.7 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; b) the State of Registry shall issue a specific approval for RVSM operations.	CAR 91.519(e).	More Exacting or Exceeds	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 feeet from the selected flight level occurs.	

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Chapter 2 Reference 2.5.2.10 **Standard**	2.5.2.10 The State of Registry that has issued an RVSM specific approval to an owner/operator shall establish a requirement which ensures that a minimum of two aeroplanes of each aircraft type grouping of the owner/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 an owner/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 2 Reference 2.5.2.12 **Standard**	2.5.2.12 The aeroplane shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the aeroplane to navigate in accordance with 2.5.2.1 and where applicable 2.5.2.2, 2.5.2.6 and 2.5.2.7. *Note 1.— This requirement may be met by means other than the duplication of equipment.* *Note 2.— Guidance material relating to aircraft equipment necessary for flight in airspace where a 300 m (1 000 ft) VSM is applied above FL 290 is contained in the* Manual on a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive *(Doc 9574).*	CAR 91.519(g).	Less protective or partially implemented or not implemented	Not specified for non-commercial operations, except for operations in RVSM or MNPS airspace.	

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Chapter 2 Reference 2.6.2.2 **Standard**	2.6.2.2 The records in 2.6.2.1 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 2.6.2.1 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 2 Reference 2.7.2.1 **Standard**	**2.7.2 Qualifications** 2.7.2.1 The pilot-in-command shall: a) ensure that each flight crew member holds a valid licence issued by the State of Registry, or if issued by another Contracting State, rendered valid by the State of Registry; b) ensure that flight crew members are properly rated; and c) be satisfied that flight crew members have maintained competency.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	Although rule 61.5 requires flight crew to hold a current licence, there is no requirement for the pilot in command to verify this.

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Chapter 2 Reference 2.7.2.2 **Standard**	2.7.2.2 The pilot-in-command of an aeroplane equipped with an airborne collision avoidance system (ACAS II) shall ensure that each flight crew member has been appropriately trained to competency in the use of ACAS II equipment and the avoidance of collision. *Note 1.— Procedures for the use of ACAS II equipment are specified in the* Procedures for Air Navigation Services — Aircraft Operations *(PANS-OPS, Doc 8168), Volume I —* Flight Procedures. *ACAS II Training Guidelines for Pilots are provided in PANS-OPS, Volume I, Attachment A to Part III, Section 3, Chapter 3.* *Note 2.— Appropriate training, to the satisfaction of the State, to competency in the use of ACAS II equipment and the avoidance of collisions may be evidenced, for example, by:* *a) possession of a type rating for an aeroplane equipped with ACAS II, where the operation and use of ACAS II are included in the training syllabus for the type rating; or* *b) possession of a document issued by a training organization or person approved by the State to conduct training for pilots in the use of ACAS II, indicating that the holder has been trained in accordance with the guidelines referred to in Note 1; or* *c) a comprehensive pre-flight briefing by a pilot who has been trained in the use of ACAS II in accordance with the guidelines referred to in Note 1.*	CARs.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	

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Chapter 2 Reference 2.8.1 **Standard**	**CHAPTER 2.8 MANUALS, LOGS AND RECORDS** *Note.— The following documents are associated with this Annex but are not included in this chapter:* *Continuing airworthiness records — see 2.6.2.* **2.8.1 Flight manual** ***Note.— The aeroplane flight manual contains the information specified in Annex 8.*** **The aeroplane 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 2 Reference 2.8.3 **Standard**	**2.8.3 Records of emergency and survival equipment carried** The owner of the aeroplane, or in the case where it is leased, the lessee, shall at all times have available for immediate communication to rescue coordination centres, lists containing information on the emergency and survival equipment carried on board the aeroplane engaged in international air navigation. The information shall include, as applicable, the number, colour and type of life rafts and pyrotechnics, details of emergency medical supplies, water supplies and the type and frequencies of the emergency portable radio equipment.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	Note: this is largely addressed by item 19 on the standard ICAO flight plan form.
Chapter 2 Reference 2.9.1 **Standard**	**CHAPTER 2.9 SECURITY** **2.9.1 Security of aircraft** **The pilot-in-command shall be responsible for the security of the aircraft during its operation.**	CARs.	Less protective or partially implemented or not implemented	Not specified.	Note: while the Civil Aviation Act s13 and CARs 91.201 and 203 assign the responsibility for safety to the pilot-in-command, there is no mention of security.

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Chapter 3 Reference 3.1.2 **Recommendation**	3.1.2 **Recommendation.**— *An operation involving an aeroplane with a seating configuration of more than 9 passenger seats should be conducted in accordance with Section 3.* *Note.— The applicability of 3.1 does not preclude a general aviation operator from satisfying the requirements of Section 3 where it may be to the operator's advantage.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 3 Reference 3.2.1 **Recommendation**	**CHAPTER 3.2 CORPORATE AVIATION OPERATIONS** **Recommendation.—** ***A corporate aviation operation involving three or more aircraft that are operated by pilots employed for the purpose of flying the aircraft should be conducted in accordance with Section 3.*** ***Note.— The term "aircraft" is used to indicate that a corporate aviation operation using a mix of aeroplanes and helicopters is subject to this Recommendation as long as at least one aeroplane is involved.*** _____	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 3 Reference 3.3.1.2 **Standard**	3.3.1.2 The operator shall ensure that all pilots are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. The operator shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	

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Chapter 3 Reference 3.3.1.3 **Standard**	3.3.1.3 The pilot-in-command is responsible for operational control. The operator shall describe the operational control system in the operations manual and identify the roles and responsibilities of those involved with the system. *Note.— The rights and obligations of a State in respect to the operation of aeroplanes registered in that State are not affected by this provision.*	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.3.1.4 **Standard**	3.3.1.4 The operator shall ensure that the pilot-in-command has available on board the aeroplane all the essential information concerning the search and rescue services in the area over which the aeroplane will be flown. *Note.— This information may be made available to the pilot by means of the operations manual or such other means as is considered appropriate.*	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.3.1.5 **Standard**	3.3.1.5 The operator shall ensure that flight crew members demonstrate the ability to speak and understand the language used for aeronautical radiotelephony communications as specified in Annex 1.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	Note: English language proficiency is a prerequisite to the issuing of a New Zealand flight crew licence.
Chapter 3 Reference 3.4.1.2 **Standard**	3.4.1.2 The operator, in making a decision on the adequacy of facilities and services available at an aerodrome of intended operation, shall assess the level of safety risk associated with the aircraft type and nature of the operation, in relation to the availability of rescue and firefighting services (RFFS).	CARs	Different in character or other means of compliance	different in character	

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Chapter 3 Reference 3.4.2.1.1 **Standard**	**3.4.2 Operational management** 3.4.2.1 Operator notification 3.4.2.1.1 If the operator has an operating base in a State other than the State of Registry, the operator shall notify the State in which the operating base is located.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.4.2.1.2 **Standard**	3.4.2.1.2 Upon notification in accordance with 3.4.2.1.1, safety and security oversight shall be coordinated between the State in which the operating base is located and the State of Registry.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	

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Chapter 3 Reference 3.4.2.2 **Standard**	3.4.2.2 Operations manual The operator shall provide, for the use and guidance of personnel concerned, an operations manual containing all the instructions and information necessary for operations personnel to perform their duties. 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. *Note 1.— States may reference accepted and recognized industry codes of practice as the basis for the development of an operations manual.* *Note 2.— Attachment 3.A contains guidance on the organization and content of an operations manual*.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.4.2.3.1 **Standard**	3.4.2.3 Operating instructions — general 3.4.2.3.1 The operator shall ensure that all operations personnel are properly instructed in their particular duties and responsibilities and the relationship of such duties to the operation as a whole.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	

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Chapter 3 Reference 3.4.2.3.2 **Recommendation**	3.4.2.3.2 **Recommendation.—** *The operator should issue operating instructions and provide information on aeroplane climb performance with all engines operating to enable the pilot-in-command to determine the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique. This information should be included in the operations manual.*	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	Flight manual data used where applicable.
Chapter 3 Reference 3.4.2.4 **Standard**	3.4.2.4 In-flight simulation of emergency situations The operator shall ensure that when passengers are being carried, no emergency or abnormal situations shall be simulated.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.4.2.5 **Standard**	3.4.2.5 Checklists Checklists shall be used by flight crews prior to, during and after all phases of operations, and in emergencies, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists 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 91.221.(b).	Less protective or partially implemented or not implemented	No specific reference to Human Factors principles.	

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Chapter 3 Reference 3.4.2.7 **Standard**	3.4.2.7 Aerodrome operating minima The operator shall establish aerodrome operating minima, in accordance with criteria specified by the State of Registry, for each aerodrome to be used in operations. When establishing aerodrome operating minima, any conditions that may be prescribed in the list of specific approvals shall be observed. Such minima shall not be lower than any that may be established for such aerodromes by the State of the Aerodrome, except when specifically approved by that State. *Note.— This Standard does not require the State of the Aerodrome to establish aerodrome operating minima*.	CARs.	Less protective or partially implemented or not implemented	Not yet implemented. Currently aerodrome minima are published in AIPNZ. CAA approval is required for operator variances, which are added to their Operations Specifications.	
Chapter 3 Reference 3.4.2.8 **Standard**	3.4.2.8 Fatigue management programme The operator shall establish and implement a fatigue management programme that ensures that all operator personnel involved in the operation and maintenance of aircraft do not carry out their duties when fatigued. The programme shall address flight and duty times and be included in the operations manual. *Note.— Guidance on fatigue management programmes can be found in the* Fatigue Management Manual for General Aviation *(Doc 10033).*	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	

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Chapter 3 Reference 3.4.3.2 **Recommendation**	3.4.3.2 **Recommendation.—** *The operator should make available sufficient information on climb performance with all engines operating to enable determination of the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique.*	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	Flight manual data used where applicable.
Chapter 3 Reference 3.4.3.3 **Standard**	3.4.3.3 Operational flight planning The operator shall specify flight planning procedures to provide for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned. These procedures shall be included in the operations manual. *Note 1.— It is the practice in some States to declare, for flight planning purposes, higher minima for an aerodrome nominated as an alternate, than for the same aerodrome planned as that of intended landing.* *Note 2.— 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 3.— 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).*	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	

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Chapter 3 Reference 3.4.3.4.1.1 **Standard**	3.4.3.4 Alternate aerodromes 3.4.3.4.1 *Take-off alternate aerodrome* 3.4.3.4.1.1 A take-off alternate aerodrome shall be selected and specified in the flight plan if either the meteorological conditions at the aerodrome of departure are below the applicable aerodrome landing minima for that operation or if it would not be possible to return to the aerodrome of departure for other reasons.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.4.3.4.1.2 **Standard**	3.4.3.4.1.2 The take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure: a) for aeroplanes with two engines, one hour of flight time at a one-engine-inoperative cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass; or b) for aeroplanes with three or more engines two hours of flight time at an all engines operating cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	

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Chapter 3 Reference 3.4.3.4.1.3 **Standard**	3.4.3.4.1.3 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 applicable aerodrome operating minima for that operation.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.4.3.5.4 **Recommendation**	3.4.3.5.4 **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 3 Reference 3.4.3.6.3 **Standard**	3.4.3.6.3 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 3 Reference 3.4.3.6.4 **Standard**	3.4.3.6.4 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.— 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.*	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	
Chapter 3 Reference 3.4.3.6.5 **Standard**	3.4.3.6.5 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL when the calculated usable fuel estimated 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 3.4.3.5.3 e) 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).*	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	

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Chapter 3 Reference 3.4.3.8.1 **Standard**	3.4.3.8 Refuelling with passengers on board 3.4.3.8.1 An aeroplane shall not be refuelled when passengers are embarking, on board or disembarking unless it is properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.	CAR 91.15.	More Exacting or Exceeds	Not permitted.	
Chapter 3 Reference 3.4.3.8.2 **Standard**	3.4.3.8.2 When refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's intercommunication 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 3.4.3.5.1 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 91.15.	More Exacting or Exceeds	Not permitted.	

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Chapter 3 Reference 3.4.4.1.1 **Recommendation**	**3.4.4 In-flight procedures** 3.4.4.1 Instrument approaches **Recommendation.—** *In the aircraft operating manual recommended in 3.6.1.2 the operator should include operating procedures for conducting instrument approaches.*	AIPNZ.	Different in character or other means of compliance	Instrument approach procedures are published in AIPNZ.	
Chapter 3 Reference 3.4.4.3.2 **Recommendation**	3.4.4.3.2 **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.

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Chapter 3 Reference 3.4.4.4.1 **Recommendation**	3.4.4.4 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, pilots should consider using appropriate procedures to ensure that a rate of climb or descent of less than 8 m/s or 1 500 ft/min (depending on the instrumentation available) is achieved throughout the last 300 m (1 000 ft) of climb or descent to the assigned altitude or flight level, when 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 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.	

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Chapter 3 Reference 3.4.5.4 **Standard**	3.4.5.4 The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 2.8.2. *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, 91.619.	Less protective or partially implemented or not implemented	Rule does not place responsibility specifically on pilot-in-command.	
Chapter 3 Reference 3.5.2.7.1 **Standard**	3.5.2.7.1 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.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 3 Reference 3.5.2.8 **Standard**	3.5.2.8 *En route — one engine inoperative.* The aeroplane shall be able, in the event of the critical engine becoming inoperative at any point along the route or planned diversions therefrom, to continue the flight to an aerodrome at which the Standard of 3.5.2.9 can be met, without flying below the minimum obstacle clearance altitude at any point.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	

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Chapter 3 Reference 3.5.2.9 **Standard**	3.5.2.9 *Landing.* The aeroplane shall, at the aerodrome of intended landing and at any alternate aerodrome, after clearing all obstacles in the approach path by a safe margin, be able to land, with assurance that it can come to a stop or, for a seaplane, to a satisfactorily low speed, within the landing distance available. Allowance shall be made for expected variations in the approach and landing techniques, if such allowance has not been made in the scheduling of performance data. *Note.— Guidance on appropriate margins for the "at time of landing assessment" are contained in the* Aeroplane Performance Manual *(Doc 10064).*	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	

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Chapter 3 Reference 3.6.1.1 **Standard**	**CHAPTER 3.6 AEROPLANE INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS** *Note.— Specifications for the provision of aeroplane communication and navigation equipment are contained in Chapter 3.7.* **3.6.1 General** **3.6.1.1 Where a master minimum equipment list (MMEL) is established for the aircraft type, the operator shall include in the operations manual a minimum equipment list (MEL) approved by the State of Registry of the aeroplane which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative.** ***Note.— Attachment 3.B contains guidance on the minimum equipment list.***	CAR 91.537, 91.539.	Less protective or partially implemented or not implemented	Non-commercial operators are not required to have an operations manual.	

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Chapter 3 Reference 3.6.2.1 **Standard**	**3.6.2 Aeroplanes on all flights** 3.6.2.1 In addition to the requirements contained in 2.4.2.2, an aeroplane shall be equipped with: a) accessible and adequate medical supplies appropriate to the number of passengers the aeroplane is authorized to carry; b) **Recommendation.—** *Medical supplies should comprise one or more first-aid kits.* *Note.— Guidance on the types, number, location and contents of the medical supplies is given in Attachment A to Annex 6, Part I.* c) a safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device which will automatically restrain the occupant's torso in the event of rapid deceleration; d) **Recommendation.—** *The safety harness for each pilot seat should incorporate a device to prevent a suddenly incapacitated pilot from interfering with the flight controls.* *Note.— Safety harness includes shoulder straps and a seat belt which may be used independently.* e) means of ensuring that the following information and instructions are conveyed to passengers: 1) when seat belts are to be fastened; 2) when and how oxygen equipment is to be used	a) CAR 91.523(a); b) CAR 91.523(a); c) CAR 91.505(a)(3); e) CAR 91.211.	Less protective or partially implemented or not implemented	a) rule does not specify medical supplies other than first-aid kits; c) automatic restraining device not specified; d) not specified.	

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	if the carriage of oxygen is required; 3) restrictions on smoking; 4) location and use of life jackets or equivalent individual flotation devices where their carriage is required; 5) location of emergency equipment; and 6) location and method of opening emergency exits.				
Chapter 3 Reference 3.6.2.2 **Standard**	3.6.2.2 An aeroplane shall carry: a) the operations manual prescribed in 3.4.2.2, or those parts of it that pertain to flight operations; b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 3.5 and any other information necessary for the operation of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual; and c) the checklists to which 3.4.2.5 refers.	CAR 91.111, 91.221(b).	Less protective or partially implemented or not implemented	a) operations manual not required for non-commercial operations.	

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 3.6.5.2.1 **Standard**	3.6.5.2 Aeroplanes over 5 700 kg — Emergency power supply for electrically operated attitude indicating instruments 3.6.5.2.1 Aeroplanes of a maximum certificated take-off mass of over 5 700 kg newly introduced into service after 1 January 1975 shall be fitted with an emergency power supply, independent of the main electrical generating system, for the purpose of operating and illuminating, for a minimum period of 30 minutes, an attitude indicating instrument (artificial horizon), clearly visible to the pilot-in-command. The emergency power supply shall be automatically operative after the total failure of the main electrical generating system and clear indication shall be given on the instrument panel that the attitude indicator(s) is being operated by emergency power.	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.6.5.2.2 **Recommendation**	3.6.5.2.2 **Recommendation.—** *Aircraft with advanced cockpit automation systems (glass cockpits) should have system redundancy that provides the flight crew with attitude, heading, airspeed and altitude indications in case of failure of the primary system or display.*	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified.	

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 3.6.6 **Standard**	**3.6.6 Pressurized aeroplanes when carrying passengers — weather-detecting equipment** Pressurized aeroplanes when carrying passengers shall be equipped with operative weather-detecting equipment capable of detecting thunderstorms whenever such aeroplanes are being operated in areas where such conditions may be expected to exist along the route either at night or under instrument meteorological conditions.	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.6.8.1 **Standard**	**3.6.8 Aeroplanes carrying passengers — cabin crew seats** 3.6.8.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981 Aeroplanes shall be equipped with a forward or rearward facing seat (within 15 degrees of the longitudinal axis of the aeroplane), fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 3.12.1 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.	

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Chapter 3 Reference 3.6.8.2.1 **Recommendation**	3.6.8.2 Aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 1981 3.6.8.2.1 **Recommendation.—** *Aeroplanes should be equipped with a forward or rearward facing seat (within 15 degrees of the longitudinal axis of the aeroplane), fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 3.12.1 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	The 15-degree requirement is not specified.	
Chapter 3 Reference 3.6.8.2.2 **Standard**	3.6.8.2.2 Cabin crew seats provided in accordance with 3.6.8.1 or 3.6.8.2.1 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 specified.	

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 3.6.9.1 **Recommendation**	**3.6.9 Aeroplanes required to be equipped with an airborne collision avoidance system (ACAS)** 3.6.9.1 **Recommendation.—** *All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 kg, or authorized to carry more than 30 passengers, for which the individual airworthiness certificate is first issued after 24 November 2005, should be equipped with an airborne collision avoidance system (ACAS II).*	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.6.9.2 **Standard**	3.6.9.2 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 kg, or authorized to carry more than 30 passengers, for which the individual airworthiness certificate is first issued after 1 January 2007, shall be equipped with an airborne collision avoidance system (ACAS II).	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.6.9.3 **Recommendation**	3.6.9.3 **Recommendation.—** *All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg but not exceeding 15 000 kg, or authorized to carry more than 19 passengers, for which the individual airworthiness certificate is first issued after 1 January 2008, should be equipped with an airborne collision avoidance system (ACAS II).*	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	

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 3.6.11 **Standard**	**3.6.11 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 Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.7.2 **Standard**	**3.7.2 Installation** The equipment installation shall be such that the failure of any single unit required for communications, navigation or surveillance purposes or any combination thereof will not result in the failure of another unit required for communications, navigation or surveillance purposes.	CAR 91.519(g).	Less protective or partially implemented or not implemented	Not specified for non-commercial operations, except for operations in RVSM or MNPS airspace.	

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 3.7.3.1 **Standard**	**3.7.3 Electronic navigation data management** 3.7.3.1 The operator of an aeroplane shall not employ electronic navigation data products that have been processed for application in the air and on the ground unless the State of Registry 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 Registry 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.	
Chapter 3 Reference 3.7.3.2 **Standard**	3.7.3.2 The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aeroplanes.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 3 Reference 3.8.2.1 **Recommendation**	**3.8.2 Operator's maintenance control manual** **Recommendation.**— **The** *operator should provide a maintenance control manual, as specified in 3.11.1, for the use and guidance of maintenance and operations personnel. The design of the manual should observe Human Factors principles.* *Note 1.— Guidance material on the application of Human Factors principles can be found in the* Human Factors Training Manual *(Doc 9683).* *Note 2.— States may provide guidance material as outlined in 3.11.2 or reference accepted industry codes of practice.*	CAR 91.605.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	

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 3.8.3.1 **Standard**	**3.8.3 Maintenance programme** 3.8.3.1 The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, acceptable to the State of Registry, containing the information required by 3.11.2. 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 91.605.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.8.3.2 **Standard**	3.8.3.2 Copies of all amendments to the maintenance programme shall be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.	CAR 91.605.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.9.1.2 **Standard**	3.9.1.2 Flight engineer When a separate flight engineer's station is incorporated in the design of an aeroplane, the flight crew shall include at least one flight engineer especially assigned to that station, unless the duties associated with that station can be satisfactorily performed by another flight crew member, holding a flight engineer licence, without interference with regular duties.	CAR 91.109.	Less protective or partially implemented or not implemented	Not specifically required unless it is a flight manual limitation.	

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Chapter 3 Reference 3.9.2 **Standard**	**3.9.2 Flight crew member emergency duties** The operator shall, for each type of aeroplane, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation. Recurrent training in accomplishing these functions shall be contained in the operator's training programme and shall include instruction in the use of all emergency and life-saving equipment required to be carried, and drills in the emergency evacuation of the aeroplane.	CAR Part 91.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.9.3.1 **Standard**	**3.9.3 Flight crew member training programmes** 3.9.3.1 The operator shall establish and maintain a training programme that is designed to ensure that a person who receives training acquires and maintains the competency to perform assigned duties, including skills related to human performance.	CARs.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.9.3.4 **Recommendation**	3.9.3.4 **Recommendation.**— *Flight simulators should be used to the maximum extent practicable for initial and annual recurrent training.*	CARs.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	

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 3.9.4.1.1 **Standard**	**3.9.4 Qualifications** 3.9.4.1 Flight crew member licensing 3.9.4.1.1 The operator shall: a) ensure that each flight crew member assigned to duty holds a valid licence issued by the State of Registry, or if issued by another Contracting State, rendered valid by the State of Registry; b) ensure that flight crew members are properly rated; and c) be satisfied that flight crew members are competent to carry out assigned duties.	CAR 61.5.	Less protective or partially implemented or not implemented	Onus is not placed on a non-commercial operator.	

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Chapter 3 Reference 3.9.4.1.2 **Standard**	3.9.4.1.2 The operator of an aeroplane equipped with an airborne collision avoidance system (ACAS II) shall ensure that each flight crew member has been appropriately trained to competency in the use of ACAS II equipment and the avoidance of collisions. *Note 1.— Procedures for the use of ACAS II equipment are specified in the* Procedures for Air Navigation Services — Aircraft Operations *(PANS-OPS, Doc 8168), Volume I —* Flight Procedures. *ACAS II Training Guidelines for Pilots are provided in PANS-OPS, Volume I, Attachment A to Part III, Section 3, Chapter 3.* *Note 2.— Appropriate training, to the satisfaction of the State, to competency in the use of ACAS II equipment and the avoidance of collisions may be evidenced, for example, by:* *a) possession of a type rating for an aeroplane equipped with ACAS II, where the operation and use of ACAS II are included in the training syllabus for the type rating; or* *b) possession of a document issued by a training organization or person approved by the State to conduct training for pilots in the use of ACAS II, indicating that the holder has been trained in accordance with the guidelines referred to in Note 1; or* *c) a comprehensive pre-flight briefing by a pilot who has been trained in the use of ACAS II in accordance with the guidelines referred to in Note 1.*	CARs.	Less protective or partially implemented or not implemented	ACAS not specified for non-commercial operations.	

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Chapter 3 Reference 3.9.4.3 **Standard**	3.9.4.3 Recent experience — co-pilot The operator shall not assign a co-pilot to operate at the flight controls of an aeroplane during take-off and landing unless that pilot has made 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.	

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 3.11.1.1 **Recommendation**	**CHAPTER 3.11 MANUALS, LOGS AND RECORDS** *Note.— The following document is associated with this Annex but is not included in this chapter:* *Operational flight plan — see 3.4.3.3.* **3.11.1 Operator's maintenance control manual** **Recommendation.—** ***The operator's maintenance control manual provided in accordance with 3.8.2, which may be issued in separate parts, should be developed according to industry codes of practice or to the State of Registry's guidance material, and should at a minimum contain information about:*** ***a) the means for complying with the procedures required by 3.8.1.1;*** ***b) the means of recording the names and duties of the person or persons required by 3.8.1.1;*** ***c) the maintenance programme required by 3.8.3.1;*** ***d) the methods used for the completion and retention of the operator's continuing airworthiness records required by 3.8.5;*** ***e) the procedures for complying with the service***	CAR 91.605.	Less protective or partially implemented or not implemented	Maintenance control manual not specified for non-commercial operations.	

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
	information reporting requirements of Annex 8, Part II, 4.2.3 f) and 4.2.4; ***f) the procedures for implementing action resulting from mandatory continuing airworthiness information;*** ***g) a system of analysis and continued monitoring of the performance and efficiency of the maintenance programme, in order to correct any deficiency in that programme;*** ***h) the aircraft types and models to which the manual applies;*** ***i) the procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified; and*** ***j) procedures for advising the State of Registry of significant in-service occurrences.***				

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Chapter 3 Reference 3.12.4.2 **Recommendation**	3.12.4.2 **Recommendation.**— *The operator should establish and maintain a cabin crew training programme that is designed to ensure that persons who receive training acquire the competency to perform their assigned duties and includes or makes reference to a syllabus for the training programme in the company operations manual. The training programme should include Human Factors training.* *Note.— Guidance material on the application of Human Factors principles can be found in the* Cabin Crew Safety Training Manual *(Doc 10002).*	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	

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 3.13.1.1 **Recommendation**	**CHAPTER 3.13 SECURITY** **3.13.1 Security programme** **Recommendation.—** ***Each Contracting State should ensure that each entity conducting general aviation operations, including corporate operator aviation operations, using aircraft with a maximum take-off mass greater than 5 700 kg, establishes, implements and maintains a written operator security programme that meets the requirements of the national civil aviation security programme of that State.*** ***Note.— Accepted industry codes of practice may be used as the basis for the development of a written operator security programme.***	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	

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