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 1 Reference 1.1.7 **Standard**	1.1.7 Operators shall ensure that pilots-in-command have available on board the helicopter all the essential information concerning the search and rescue services in the area over which the helicopter 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.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not required for Part 135 operations.	
Chapter 1 Reference 1.2.1 **Standard**	**1.2 Compliance by a foreign operator with laws, regulations and procedures of a State** 1.2.1 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.	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.	

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 1 Reference 1.2.2 **Standard**	1.2.2 In the case of notification to States as specified in 1.2.1, 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 1.2.2, 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's 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.	

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 1 Reference 1.3.1 **Recommendation**	**1.3 Safety management** *Note.— Annex 19 includes safety management provisions for air operators. Further guidance is contained in the* Safety Management Manual *(Doc 9859).* 1.3.1 **Recommendation.—** The *operator of a helicopter of a certified take-off mass in excess of 7 000 kg, or having a passenger seating configuration of more than 9, and fitted with a flight data recorder should establish and maintain a flight data analysis programme as part of its safety management system.* *Note.— The operator may contract the operation of a flight data analysis programme to another party while retaining overall responsibility for the maintenance of such a programme.*	CAR 119.124.	Less protective or partially implemented or not implemented	The rule requires an operator to have an SMS, but the flight data analysis programme is not specifically required.	See also AC100-1, Safety Management.
Chapter 1 Reference 1.3.2 **Standard**	1.3.2 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).*	CAR 119.124.	Less protective or partially implemented or not implemented	Not implemented.	This is being considered in the 2019 (?) amendment to the Civil Aviation Act 1990.
Chapter 2 Reference 2.1.2 **Standard**	2.1.2 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 teecommunications facilities.	

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 2.2.1.3.1 **Standard**	2.2.1.3.1 The operator shall develop policies and procedures for third parties that perform work on its behalf.	CARs	Less protective or partially implemented or not implemented	Not defined	
Chapter 2 Reference 2.2.1.5 **Standard**	2.2.1.5 The air operator certificate shall contain at least the following information and shall follow the layout of Appendix 3, 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 3 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 2 Reference 2.2.1.6 **Standard**	2.2.1.6 The operations specifications associated with the air operator certificate shall contain at least the information listed in Appendix 3, paragraph 3, and shall follow the layout of Appendix 3, paragraph 3. *Note.— Attachment C, 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 3 layout requirements.	Although the required information is listed in the Operations Specification, a summary page in Appendix 3 format will be added to the template operations specification to assist foreign inspectors in locating relevant information.

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 2.2.1.7 **Standard**	2.2.1.7 Air operator certificates, and their associated operations specifications, first issued from 20 November 2008 shall follow the layouts of Appendix 3, 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 3 layout requirements.	Work is currently in progress to address this issue.
Chapter 2 Reference 2.2.3.1 **Standard**	**2.2.3 Operations manual** 2.2.3.1 The operator shall provide for the use and guidance of operations personnel concerned, an operations manual constructed using the guidance contained in Appendix 8. 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 notified to all personnel that are required to use this manual.	CAR 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 2 Reference 2.2.4.2 **Standard**	2.2.4.2 A helicopter rotor shall not be turned under power, for the purpose of flight, without a qualified pilot at the controls. The operator shall provide appropriately specific training and procedures to be followed for all personnel, other than qualified pilots, who are likely to carry out the turning of a rotor under power for purposes other than flight.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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 2.2.4.3 **Recommendation**	2.2.4.3 **Recommendation.—** *The operator should issue operating instructions and provide information on helicopter climb performance with all engines operating to enable the pilot-in-command to determine the climb gradient that can be achieved during the take-off and initial climb phase for the existing take-off conditions and intended take-off technique. This information should be based on the helicopter manufacturer's data, or other data acceptable to the State of the Operator, and should be included in the operations manual*.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Not implemented.	Flight manual data used where applicable.
Chapter 2 Reference 2.2.6 **Standard**	**2.2.6 Checklists** The checklists provided in accordance with 4.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual, the helicopter 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 91.211(b), 135.63.	Less protective or partially implemented or not implemented	No specific reference to Human Factors principles.	

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 2.2.8.1 **Standard**	**2.2.8 Heliport or landing location operating minima** 2.2.8.1 The State of the Operator shall require that the operator establish operating minima for each heliport or landing location to be used in operations and shall approve the method of determination of such minima. Such minima shall not be lower than any that may be established for such heliports or landing locations 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 operating minima.*	CARs.	Less protective or partially implemented or not implemented	Not yet implemented.	Note: currently aerodrome minima are published in AIPNZ. CAA approval is required for operator variances, which are added to their Operations Specifications.

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 2.2.8.1.1 **Standard**	2.2.8.1.1 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 (2.4.1.2) or dispatch considerations, a minimum below the heliport or landing location 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 for aircraft 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).* *Note 4.— Automatic landing system — helicopter is an automatic approach using airborne systems which provide automatic control of the flight path, to a point aligned with the landing surface, from which the pilot can transition to a safe landing by means of natural vision without the use of automatic control.*	CARs.	Less protective or partially implemented or not implemented	Not yet implememented.	As per 2.2.8.1.

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 2.2.8.1.2 **Standard**	2.2.8.1.2 When issuing a specific approval for the operational credit, the State of the Operator shall ensure that the: a) aircraft 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 is more than one; c) operator has carried out a safety risk assessment of the operations supported by the equipment; d) operator has established and documented normal and abnormal procedures and MEL; e) operator has established a training programme for the flight crew members and relevant personnel involved in the flight preparation; f) operator 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 has instituted appropriate procedures in respect of 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	

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 2.2.8.1.3 **Standard**	2.2.8.1.3 For operations with operational credit with minima above those related to low visibility operations, the State of the Operator shall establish criteria for the safe operation of the aircraft. *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	

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 2.2.8.2 **Standard**	2.2.8.2 The State of the Operator shall require that in establishing the operating minima for each heliport or landing location which will apply to any particular operation, the operator shall take full account of: a) the type, performance and handling characteristics of the helicopter and any conditions or limitations stated in the flight manual; b) the composition of the flight crew, their competence and experience; c) the physical characteristics of the heliport and direction of approach; d) the adequacy and performance of the available visual and non-visual ground aids; e) the equipment available on the helicopter for the purpose of navigation, acquisition of visual references and/or control of the flight path during the approach, landing and 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.	

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
	the Aerodrome.				

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 2.2.8.3 **Standard**	2.2.8.3 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 II 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*	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.

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
	as operational credits. *Note 2.— The required visual reference means that a section of the visual aids or of the approach area 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 2.2.8.6 **Recommendation**	2.2.8.6 **Recommendation.—** *For instrument approach operations, heliport or landing location operating minima below 800 m visibility should not be authorized unless RVR information or an accurate measurement or observation of visibility is provided.* *Note.— Guidance on the operationally desirable and currently attainable accuracy of measurement or observation is given in Annex 3, Attachment B.*	CAR 91.415.	Less protective or partially implemented or not implemented	The 800 m criterion is not specified.	
Chapter 2 Reference 2.2.8.7 **Standard**	2.2.8.7 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.*	CARs, 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.

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 2.2.8.8 **Standard**	2.2.8.8 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 2 Reference 2.2.9.2 **Standard**	2.2.9.2 Fuel and oil records shall be retained by the operator for a period of three months.	CAR 135.859.	More Exacting or Exceeds	Twelve months.	
Chapter 2 Reference 2.2.12 **Standard**	**2.2.12 Over-water flights** All helicopters on flights over water in a hostile environment in accordance with 4.5.1 shall be certificated for ditching. Sea state shall be an integral part of ditching information.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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 2.3.1 **Standard**	**2.3 Flight preparation** 2.3.1 A flight, or series of flights, shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the helicopter is airworthy; b) the instruments and equipment prescribed in Chapter 4, for the particular type of operation to be undertaken, are installed and are sufficient for the flight; c) a maintenance release as prescribed in 6.7 has been issued in respect of the helicopter; d) the mass of the helicopter 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 3 can be complied with for the flight to be undertaken; and g) the Standards of 2.3.3 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 requirement.	

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 2.3.2 **Standard**	2.3.2 Completed flight preparation forms shall be kept by the operator for a period of three months.	CAR 135.859.	More Exacting or Exceeds	Twelve months.	
Chapter 2 Reference 2.3.3.1 **Standard**	**2.3.3 Operational flight planning** 2.3.3.1 An operational flight plan shall be completed for every intended flight or series of flights, and approved by the pilot-in-command, and shall be lodged with the appropriate authority. The operator shall determine the most efficient means of lodging the operational flight plan.	CAR 135.57(b).	Less protective or partially implemented or not implemented	No specific requirement for the operational flight plan to be "approved" by the pilot-in-command. It is normally the responsibility of the pilot-in-command to prepare and submit the flight plan.	
Chapter 2 Reference 2.3.3.2 **Standard**	2.3.3.2 The operations manual shall describe the content and use of the operational flight plan.	CAR Part 119.	Less protective or partially implemented or not implemented	Not specifically required.	
Chapter 2 Reference 2.3.4.1.2 **Standard**	2.3.4.1.2 For a heliport 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 heliport operating minima for that operation.	CAR 135.161.	Different in character or other means of compliance	The rule uses the term "appropriate aerodrome".	

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 2.3.4.2.3 **Recommendation**	2.3.4.2.3 **Recommendation.**— *For a flight departing to a destination which is forecast to be below the heliport operating minima, two destination alternates should be selected. The first destination alternate should be at or above the heliport operating minima for destination and the second at or above the heliport operating minima for alternate.*	CAR 135.157.	More Exacting or Exceeds	The rule does not permit departure to a destination forecast to be below operating minima.	
Chapter 2 Reference 2.3.4.3.1 **Standard**	2.3.4.3 *Offshore destination alternate heliport* 2.3.4.3.1 The State of the Operator shall issue a specific approval for the operational use of offshore destination alternate heliports.	CARs	Less protective or partially implemented or not implemented	Not defined	

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 2.3.4.3.2 **Standard**	2.3.4.3.2 A helideck may be specified as an offshore destination alternate heliport when the closest onshore destination alternate is not within achievable range of the helicopter. Specification is subject to the following conditions: a) a helideck shall only be used as an offshore destination alternate heliport after the PNR and when an onshore aerodrome is not geographically available. Prior to the PNR, an onshore destination alternate aerodrome shall be used; b) the operator shall have a risk assessment process detailed in the operations manual for the utilization of helidecks as offshore destination alternate heliports and conduct such an assessment prior to their selection and use; c) the operator has established specific procedures and appropriate training programmes in the operations manual for offshore destination alternate heliport operations; d) the operator shall have pre-surveyed, and assessed for suitability, any helideck intended to be used as an offshore destination alternate heliport and have the information published in an appropriate form in the operations manual (including the orientation of the helideck); e) the helicopter shall have a one-engine-inoperative (OEI) landing capability at the offshore destination alternate heliport; and f) the MEL shall contain specific provisions for this type of operation.	AC139-8	Different in character or other means of compliance	Different in character	

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 2.3.4.3.3 **Recommendation**	2.3.4.3.3 **Recommendation**.— *The use of an offshore destination alternate heliport should be restricted to helicopters which can achieve OEI in ground effect (IGE) hover at an appropriate power rating at the offshore destination alternate heliport.*	CARs	Less protective or partially implemented or not implemented	Not defined	
Chapter 2 Reference 2.3.4.3.4 **Recommendation**	2.3.4.3.4 **Recommendation**.— *Where the surface of the helideck, or prevailing conditions (especially wind velocity), precludes an OEI IGE, OEI out of ground effect (OGE) hover performance at an appropriate power rating should be used to compute the landing mass.*	CARs	Less protective or partially implemented or not implemented	Not defined	
Chapter 2 Reference 2.3.4.3.5 **Recommendation**	2.3.4.3.5 **Recommendation**.— *The landing mass should be calculated from graphs provided in the operations manual. When calculating this landing mass, due account should be taken of helicopter configuration, environmental conditions and the operation of systems that have an adverse effect on performance.*	AC139-8	Less protective or partially implemented or not implemented	Not defined	
Chapter 2 Reference 2.3.4.3.6 **Recommendation**	2.3.4.3.6 **Recommendation**.— *The planned landing mass of the helicopter, including crew, passengers, baggage, cargo and 30 minutes final reserve fuel, should not exceed the OEI landing mass at the time of approach to the offshore destination alternate heliport.*	CARs	Less protective or partially implemented or not implemented	Not defined	

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 2.3.4.3.7 **Standard**	2.3.4.3.7 The operator's risk assessment process shall take into consideration at least the following: a) the type and circumstances of the operation; b) the area over which the operation is being conducted, including sea conditions, survivability and search and rescue facilities; c) the availability and suitability of the helideck for use as an offshore destination alternate heliport, including the physical characteristics, dimensions, configuration and obstacle clearance, the effect of wind direction and strength, and turbulence; d) the type of helicopter(s) being used; e) mechanical reliability of the helicopter engines and critical control systems and components; f) the training and operational procedures, including mitigation of the consequences of helicopter technical failures; g) specific mitigation measures; h) helicopter equipment; i) spare payload capacity for the carriage of additional fuel; j) weather minima, taking into account the accuracy and reliability of meteorological information; and k) communications and aircraft tracking facilities. *Note 1.— The landing technique specified in the flight manual following control system failure may preclude the*	CARs	Different in character or other means of compliance	Not defined	

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
	nomination of certain helidecks as offshore destination alternate heliports. *Note 2.— Specific mitigation measures may include equipment improvements such as a sea state certification standard, safety equipment and tracking equipment.*				
Chapter 2 Reference 2.3.4.3.8 **Recommendation**	2.3.4.3.8 **Recommendation**.— *Training programmes should ensure that the requirements of Chapter 7, 7.4.2.2 are complied with, such as, but not limited to, route qualification, flight preparation, concept of operations with offshore destination alternate heliports and criteria for their use. Training programme refers to the training for pilots and other relevant personnel (including, as required, meteorological observers and helideck personnel) involved in such operations.*	CAR 135	Different in character or other means of compliance	Different in character	
Chapter 2 Reference 2.3.4.3.10 **Recommendation**	2.3.4.3.10 **Recommendation**.— *Offshore destination alternate heliports should not be used for payload enhancement.*	CARs	Less protective or partially implemented or not implemented	Not defined	
Chapter 2 Reference 2.3.4.3.11 **Recommendation**	2.3.4.3.11 **Recommendation**.— *To demonstrate the mechanical reliability of critical control systems and critical components of the helicopter, the operator should install and utilize a health and usage monitoring system with tailored criteria for this type of operation*.	CAR 135.405	Different in character or other means of compliance	Different in character	

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 2.3.4.3.12 **Standard**	2.3.4.3.12 The heliport operating minima for the offshore destination and offshore destination alternate heliport required under 2.2.8.2 shall make due allowance for the availability and reliability of weather information and the geographic environment.	CAR 91	Different in character or other means of compliance	Different in character	
Chapter 2 Reference 2.3.4.3.13 **Standard**	2.3.4.3.13 The operator shall specify cloud ceiling and visibility criteria relevant to the helideck elevation and location.	CARs	Less protective or partially implemented or not implemented	Not defined	
Chapter 2 Reference 2.3.4.3.14 **Standard**	2.3.4.3.14 To use an offshore destination alternate helideck, it shall be ensured that, within 60 NM of the destination helideck and alternate helideck, fog is not present nor forecasted during the period commencing one hour before and ending one hour after the expected time of arrival at the offshore destination or offshore destination alternate helideck.	CARs	Less protective or partially implemented or not implemented	Not defined	
Chapter 2 Reference 2.3.4.3.15 **Recommendation**	2.3.4.3.15 **Recommendation**.— *An offshore destination alternate heliport/helideck should be more than 30 NM from the original destination to reduce the likelihood of a localized weather event precluding landings at both the offshore destination and the offshore destination alternate heliport/helideck.*	CARs	Less protective or partially implemented or not implemented	Not defined	

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 2.3.4.3.16 **Standard**	2.3.4.3.16 The operator shall ensure that, before passing the PNR, the following actions have been completed: a) confirmation that navigation to the offshore destination and offshore destination alternate heliport is assured; b) radio contact with the offshore destination and offshore destination alternate heliport (or master station) is established; c) the landing forecast at the offshore destination and offshore destination alternate heliport are obtained and confirmed to be at or above the required minima; d) the requirements for OEI landing are verified against the latest reported weather conditions to ensure that they can be met; and e) to the extent possible, having considered information on current and forecast use of the offshore destination alternate heliport, and on conditions prevailing, the availability of the offshore destination alternate heliport will be guaranteed by the helideck provider until the landing at the offshore destination, or the offshore destination alternate heliport, is achieved.	CARs	Less protective or partially implemented or not implemented	Not defined	

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 2.3.5.3 **Standard**	2.3.5.3 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 heliport or landing location, 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 heliport or landing location 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 2 Reference 2.3.6.3.3 **Standard**	2.3.6.3.3 When no alternate heliport or landing location is available, in terms of 2.3.4.2.1 (e.g. the destination is isolated), sufficient fuel shall be carried to enable the helicopter to fly to the destination to which the flight is planned and thereafter for a period that will, based on geographic and environmental considerations, enable a safe landing to be made.	CAR 91.403, 135.61.	Less protective or partially implemented or not implemented	Not implemented.	

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 2.3.7.4 **Recommendation**	2.3.7.4 **Recommendation**.— *In addition to the requirements of 2.3.7.2, operational procedures should specify that at least the following precautions are taken:* *a) doors on the refuelling side of the helicopter remain closed where possible, unless these are the only suitable exits;* *b) doors on the non-refuelling side of the helicopter remain open, weather permitting, unless otherwise specified by the RFM;* *c) fire-fighting facilities of the appropriate scale be positioned so as to be immediately available in the event of a fire;* *d) if the presence of fuel vapour is detected inside the helicopter, or any other hazard arises during refuelling, fuelling be stopped immediately;* *e) the ground or deck area beneath the exits intended for emergency evacuation be kept clear;* *f) seat belts should be unfastened to facilitate rapid egress; and* *g) with rotors turning, only ongoing passengers should remain on board.*	CAR 135.73.	Less protective or partially implemented or not implemented	This level of detail is 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 2 Reference 2.4.1.2 **Standard**	2.4.1.2 An instrument approach shall not be continued below 300 m (1 000 ft) above the heliport elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the heliport operating minima. *Note.— Criteria for the final approach segment is contained in PANS-OPS (Doc 8168), Volume II.*	CAR 135.159.	Different in character or other means of compliance	Rule specifies the final approach fix or the final approach segment as the approach limit.	
Chapter 2 Reference 2.4.1.3 **Standard**	2.4.1.3 If, after entering the final approach segment or after descending below 300 m (1 000 ft) above the heliport 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, a helicopter shall not continue its approach-to-land at any heliport beyond a point at which the limits of the operating minima specified for that heliport would be infringed.	CAR 91.413.	Different in character or other means of compliance	Rule does not specify the 1000-foot requirement.	
Chapter 2 Reference 2.4.3 **Standard**	**2.4.3 Hazardous flight conditions** Hazardous flight conditions encountered, other than those associated with meteorological conditions, shall be reported to the appropriate aeronautical station as soon as possible. The reports so rendered shall give such details as may be pertinent to the safety of other aircraft.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	Note: AIPNZ GEN 3.5, 6 Pilot Reports, provides for the reporting of hazardous meteorological conditions, but doesn't preclude the reporting of other conditions.

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 2.4.7.1 **Standard**	**2.4.7 Instrument flight procedures** 2.4.7.1 One or more instrument approach procedures to serve each final approach and take-off area or heliport utilized for instrument flight operations shall be approved and promulgated by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State.	CAR Part 95, Instrument Flight Procedures - Registration.	Different in character or other means of compliance	Part 95 provides for the approval and promulgation of the procedures, but does not require them.	Note: CAR Part 173, Instrument Flight Procedure Service Organisation - Certification and Operation provides for the certification of IFP providers.
Chapter 2 Reference 2.4.8.1 **Recommendation**	**2.4.8 Helicopter operating procedures for noise abatement** **Recommendation**.— *The operator should ensure that take-off and landing procedures take into account the need to minimize the effect of helicopter noise.*	CARs.	Less protective or partially implemented or not implemented	Not a rule requirement.	Note: many local and regional government bodies have by-laws governing aircraft noise.

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 2.4.9.4 **Standard**	2.4.9.4 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the usable fuel estimated to be available upon landing at the nearest landing site where a safe landing can be made is less than the required final reserve fuel in compliance with 2.3.6. *Note 1.— The planned final reserve fuel refers to the value calculated in 2.3.6 and is the minimum amount of fuel required upon landing at any landing site. The declaration of MAYDAY MAYDAY MAYDAY FUEL informs ATC that all available landing options have been reduced to a specific site and a portion of the final reserve fuel may be consumed prior to landing.* *Note 2.— The pilot estimates with reasonable certainty that the fuel remaining upon landing at the nearest safe landing site will be less than the final reserve fuel, taking into consideration the latest information available, the area to be overflown (i.e. with respect to the availability of precautionary landing areas), meteorological conditions and other reasonable contingencies.* *Note 3.— 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 implemented.	

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 2.5.5 **Standard**	2.5.5 The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 9.4.1. *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.	

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 2.8.1 **Standard**	**2.8 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).* 2.8.1 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 shall establish: a) prescriptive regulations for flight time, flight duty period and duty period limitations and rest period requirements; and b) where authorizing an operator to use a fatigue risk management system (FRMS), FRMS regulations in accordance with Appendix 7.	CAR Part 135 Subpart K.	Different in character or other means of compliance	The rules require the operator to establish a scheme for regulating flight and duty times, that is acceptable to the Director.	

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 3.1.1 **Standard**	**CHAPTER 3. HELICOPTER PERFORMANCE OPERATING LIMITATIONS** **3.1 General** 3.1.1 Helicopters shall be operated in accordance with a code of performance established by the State of the Operator, in compliance with the applicable Standards of this chapter. *Note 1.— The code of performance reflects, for the conduct of operations, both the various phases of flight and the operational environment. The* Helicopter Code of Performance Development Manual *(Doc 10110) provides guidance to assist States in establishing a code of performance.* *Note 2.— Concerning compliance with codes of performance, Chapter 1 of this Section requires operators to comply with the laws, regulations and procedures of the States in which their helicopters are operated. Article 11 of the Convention forms the basis for this requirement*.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	

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 3.1.2 **Standard**	3.1.2 In conditions where the safe continuation of flight is not ensured in the event of a critical engine failure, helicopter operations shall be conducted in conditions of weather and light, and over such routes and diversions, that permit a safe forced landing to be executed.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 3 Reference 3.1.4 **Standard**	3.1.4 Where the State of the Operator permits IMC operations in performance Class 3, such operations shall be conducted in accordance with the provisions of 3.4.	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 3 Reference 3.1.5 **Recommendation**	3.1.5 **Recommendation.—** *For helicopters for which Part IV of Annex 8 is not applicable because of the exemption provided for in Article 41 of the Convention, the State of the Operator should ensure that the level of performance specified in 3.2 is met as far as practicable.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	

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 Applicable to helicopters certificated in accordance with Part IV of Annex 8** 3.2.1 The Standards contained in 3.2.2 to 3.2.7 inclusive are applicable to the helicopters to which Part IV of Annex 8 is applicable. *Note.— The following Standards do not include quantitative specifications comparable to those found in national airworthiness codes. In accordance with 3.1.1, they are to be supplemented by national requirements prepared by Contracting States.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 3 Reference 3.2.2 **Standard**	3.2.2 The level of performance defined by the appropriate parts of the code of performance referred to in 3.1.1 for the helicopters designated in 3.2.1 shall be consistent with the overall level embodied in the Standards of this chapter. *Note.— Guidance on the level of performance intended by the Standards and Recommended Practices of this chapter is contained in Doc 10110.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	

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 3.2.6 **Standard**	3.2.6 In applying the Standards of this chapter, account shall be taken of all factors that significantly affect the performance of the helicopter (such as: mass, operating procedures, the pressure-altitude appropriate to the elevation of the operating site, temperature, wind and condition of the surface). Such factors shall be taken into account directly as operational parameters or indirectly by means of allowances or margins, which may be provided in the scheduling of performance data or in the code of performance in accordance with which the helicopter is being operated.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	Adherence to performance limitations in Flight Manual is nonetheless required by CAR 91.109.

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 3.2.7 **Standard**	**3.2.7 Mass limitations** a) The mass of the helicopter at the start of take-off shall not exceed the mass at which the code of performance referred to in 3.1.1 is complied with, allowing for expected reductions in mass as the flight proceeds and for such fuel jettisoning as is appropriate. b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the helicopter flight manual taking into account the factors specified in 3.2.6. c) In no case shall the estimated mass for the expected time of landing at the destination and at any alternate exceed the maximum landing mass specified in the helicopter flight manual taking into account the factors specified in 3.2.6. d) In no case shall the mass at the start of take-off, or at the expected time of landing at the destination and at any alternate, exceed the relevant maximum mass at which compliance has been demonstrated with the applicable noise certification Standards in Annex 16, Volume I unless otherwise authorized, in exceptional circumstances for a certain operating site where there is no noise disturbance problem, by the competent authority of the State in which the operating site is situated.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	Adherence to performance limitations in Flight Manual is nonetheless required by CAR 91.109.

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 3.2.7.1.1 **Standard**	3.2.7.1 *Take-off and initial climb phase* 3.2.7.1.1 *Operations in performance Class 1*. The helicopter shall be able, in the event of the failure of the critical engine being recognized at or before the take-off decision point, to discontinue the take-off and stop within the rejected take-off area available or, in the event of the failure of the critical engine being recognized at or after the take-off decision point, to continue the take-off, clearing all obstacles along the flight path by an adequate margin until the helicopter is in a position to comply with 3.2.7.2.1.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	
Chapter 3 Reference 3.2.7.1.2 **Standard**	3.2.7.1.2 *Operations in performance Class 2.* The helicopter shall be able, in the event of the failure of the critical engine at any time after reaching DPATO, to continue the take-off, clearing all obstacles along the flight path by an adequate margin until the helicopter is in a position to comply with 3.2.7.2.1. Before the DPATO, failure of the critical engine may cause the helicopter to force-land; therefore the conditions stated in 3.1.2 shall apply.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	
Chapter 3 Reference 3.2.7.1.3 **Standard**	3.2.7.1.3 *Operations in performance Class 3.* At any point of the flight path, failure of an engine will cause the helicopter to force-land; therefore, the conditions stated in 3.1.2 shall apply.	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	

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 3.2.7.2.1 **Standard**	3.2.7.2 *En-route phase* 3.2.7.2.1 *Operations in performance Classes 1 and 2.* The helicopter shall be able, in the event of the failure of the critical engine at any point in the en-route phase, to continue the flight to a site at which the conditions of 3.2.7.3.1 for operations in performance Class 1, or the conditions of 3.2.7.3.2 for operations in performance Class 2, can be met without flying below the appropriate minimum flight altitude at any point. *Note.— When the en-route phase is conducted over a hostile environment and the diversion time to an alternate would exceed two hours, it is recommended that the State of the Operator assess the risks associated with a second engine failure.*	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	
Chapter 3 Reference 3.2.7.2.2 **Standard**	3.2.7.2.2 *Operations in performance Class 3.* The helicopter shall be able, with all engines operating, to continue along its intended route or planned diversions without flying at any point below the appropriate minimum flight altitude. At any point of the flight path, failure of an engine will cause the helicopter to force-land; therefore, the conditions stated in 3.1.2 shall apply.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	

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 3.2.7.3.1 **Standard**	3.2.7.3 *Approach and landing phase* 3.2.7.3.1 *Operations in performance Class 1.* In the event of the failure of the critical engine being recognized at any point during the approach and landing phase, before the landing decision point, the helicopter shall, at the destination and at any alternate, after clearing all obstacles in the approach path, be able to land and stop within the landing distance available or to perform a balked landing and clear all obstacles in the flight path by an adequate margin equivalent to that specified in 3.2.7.1.1. In case of the failure occurring after the landing decision point, the helicopter shall be able to land and stop within the landing distance available.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	
Chapter 3 Reference 3.2.7.3.2 **Standard**	3.2.7.3.2 *Operations in performance Class 2.* In the event of the failure of the critical engine before the DPBL, the helicopter shall, at the destination and at any alternate, after clearing all obstacles in the approach path, be able either to land and stop within the landing distance available or to perform a balked landing and clear all obstacles in the flight path by an adequate margin equivalent to that specified in 3.2.7.1.2. After the DPBL, failure of an engine may cause the helicopter to force-land; therefore, the conditions stated in 3.1.2 shall apply.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	
Chapter 3 Reference 3.2.7.3.3 **Standard**	3.2.7.3.3 *Operations in performance Class 3.* At any point of the flight path, failure of an engine will cause the helicopter to force-land; therefore, the conditions stated in 3.1.2 shall apply.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	

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 3.3 **Standard**	**3.3 Obstacle data** The operator shall use available obstacle data to develop procedures to comply with the take-off, initial climb, approach and landing phases detailed in the code of performance established by the State of the Operator.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	
Chapter 4 Reference 4.1.2 **Standard**	4.1.2 A helicopter shall carry a certified true copy of the air operator certificate specified in 2.2.1, and a copy of the operations specifications relevant to the helicopter type, 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 2.2.1.5 and 2.2.1.6.*	CAR 91.111, 135.855.	Less protective or partially implemented or not implemented	Rules requirements for the carriage of these documents have yet to be implemented.	As an interim measure, New Zealand international operators have been advised to carry the documents.
Chapter 4 Reference 4.1.4 **Standard**	4.1.4 The operator shall make available to operations staff and crew members an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles. The manual shall be easily accessible to the flight crew during all flight operations. *Note.— Guidance material on the application of Human Factors principles can be found in the* Human Factors Training Manual *(Doc 9683).*	CAR 91.111.	Different in character or other means of compliance	Civil Aviation Rules use the term "aircraft flight manual", the carriage of which is mandatory.	

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 4 Reference 4.2.2.1 **Standard**	4.2.2.1 Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste, in a helicopter 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 a helicopter, 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.9.	Less protective or partially implemented or not implemented	Halons 1211 and 1301 are still permitted.	

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 4 Reference 4.3.1.1.1 **Standard**	**4.3.1 Flight data recorders and aircraft data recording systems** *Note .— Parameters to be recorded are listed in Table A4-1 of Appendix 4.* 4.3.1.1 *Applicability* 4.3.1.1.1 All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airwo	CAR 135.369, Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Helicopters with a certificated seating capacity of 10 seats or more excluding a crew member seat require FDR compliant with TSO C124 and TSO C121. Recording duration 8 hours.	
Chapter 4 Reference 4.3.1.1.2 **Standard**	4.3.1.1.2 All helicopters of a maximum certificated take-off mass of over 7 000 kg, or having a passenger seating configuration of more than nineteen, for which the individual certificate of airworthiness is first issued on or after 1 January 1989 shall be equipped with an FDR which shall record at least the first 30 parameters listed in Table A4-1 of Appendix 4.	CAR 135.369, Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Helicopters with a certificated seating capacity of 10 seats or more excluding a crew member seat require FDR compliant with TSO C124 and TSO C121.	
Chapter 4 Reference 4.3.1.1.3 **Recommendation**	4.3.1.1.3 **Recommendation.—** *All helicopters of a maximum certificated take-off mass of over 3 175 kg, up to and including 7 000 kg, for which the individual certificate of airworthiness is first issued on or after 1 January 1989, should be equipped with an FDR which should record at least the first 15 parameters listed in Table A4-1 of Appendix 4.*	CAR 135.369, Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Helicopters with a certificated seating capacity of 10 seats or more excluding a crew member seat require FDR compliant with TSO C124 and TSO C121.	

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 4 Reference 4.3.1.1.4 **Standard**	4.3.1.1.4 All turbine-engined helicopters of a maximum certificated take-off mass of over 2 250 kg, up to and including 3 175 kg, for which the application for type certification was submitted to a Contracting State on or after 1 January 2018, shall be equipped with: a) an FDR which shall record at least the first 48 parameters listed in Table A4-1 of Appendix 4; 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 Appendix 4, Table A4-3; or c) an ADRS which shall record the first 7 parameters listed in Table A4-3 of Appendix 4. *Note.— The "application for type certification was submitted to a Contracting State" refers to the date of application of the original "Type Certificate" for the helicopter type, not the date of certification of particular helicopter variants or derivative models.*	CAR 135.369, Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Helicopters with a certificated seating capacity of 10 seats or more excluding a crew member seat require FDR compliant with TSO C124 and TSO C121.	No reference to type certification date in current rules.

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 4 Reference 4.3.1.1.5 **Recommendation**	4.3.1.1.5 **Recommendation.—** *All helicopters of a maximum certificated take-off mass of 3 175 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2018 should be equipped with:* *a) an FDR which should record at least the first 48 parameters listed in Table A4-1 of Appendix 4; 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 Appendix 4, Table A4-3; or* *c) an ADRS which should record the first 7 parameters listed in Table A4-3 of Appendix 4.* *Note.— AIR or AIRS classification is defined in 4.1 of Appendix 4.*	CAR 135.369, Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Helicopters with a certificated seating capacity of 10 seats or more excluding a crew member seat require FDR compliant with TSO C124 and TSO C121.	No reference to type certification date in current rules.
Chapter 4 Reference 4.3.1.3 **Standard**	4.3.1.3 *Duration* All FDRs shall retain the information recorded during at least the last 10 hours of their operation.	CAR 135.369, Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Eight hours.	
Chapter 4 Reference 4.3.2.1.1 **Standard**	**4.3.2 Cockpit voice recorders and cockpit audio recording systems** 4.3.2.1 *Applicability* 4.3.2.1.1 All helicopters of a maximum certificated take-off mass of over 7 000 kg shall be equipped with a CVR. For helicopters not equ	CAR 135.369, Part 135 Appendix B, B.3.	Less protective or partially implemented or not implemented	If the helicopter's flight manual requires two or more flight crew members and the certificated seating capacity is 10 seats or more excluding a required pilot seat, a CVR compliant with TSO C84 or TSO C123, and TSO C121 is required.	

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 4 Reference 4.3.2.1.2 **Recommendation**	4.3.2.1.2 **Recommendation.—** *All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1987 should be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed should be recorded on the CVR.*	CAR 135.367, Part 135 Appendix B, B.3.	Less protective or partially implemented or not implemented	If the helicopter's flight manual requires two or more flight crew members and the certificated seating capacity is 10 seats or more excluding a required pilot seat, a CVR compliant with TSO C84 or TSO C123, and TSO C121 is required.	
Chapter 4 Reference 4.3.2.2 **Standard**	4.3.2.2 *Recording technology* CVRs and CARS shall not use magnetic tape or wire.	CAR Part 135 Appendix B, B.3.	Less protective or partially implemented or not implemented	Not implemented in respect of magnetic tape.	The rule reference specifies either TSO C84 or C123; C84 uses magnetic tape.
Chapter 4 Reference 4.3.2.3 **Standard**	4.3.2.3 *Duration* All helicopters required to be equipped with a CVR shall be equipped with a CVR which shall retain the information recorded during at least the last two hours of its operation.	CAR Part 135 Appendix B, B.3.	Less protective or partially implemented or not implemented	Not yet implemented; current requirement only 30 minutes.	
Chapter 4 Reference 4.3.3.1.1 **Standard**	**4.3.3 Data link recorders** 4.3.3.1 *Applicability* 4.3.3.1.1 All helicopters for which the individual certificate of airworthiness is first issued on or after 1 January 2016, which use any	CAR 135.367, Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Not yet implemented.	

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 4 Reference 4.3.3.1.2 **Standard**	4.3.3.1.2 All helicopters 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 4, 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 design or aircraft modification first approved prior to 1 January 2016. *Note 1.— Refer to Table F-4 in Attachment F 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 helicopters 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).*	CAR 135.367, Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Not yet implemented.	
Chapter 4 Reference 4.3.3.2 **Standard**	4.3.3.2 *Duration* The minimum recording duration shall be equal to the duration of the CVR.	CAR Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Not yet implemented.	

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 4 Reference 4.3.3.3 **Standard**	4.3.3.3 *Correlation* Data link recording shall be able to be correlated to the recorded cockpit audio.	CAR Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 4 Reference 4.3.4.2.2 **Standard**	4.3.4.2.2 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 Section II, Chapter 9, 9.6.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 4 Reference 4.3.4.3 **Standard**	4.3.4.3 *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 4.*	CAR Part 135.	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 4 Reference 4.3.4.4 **Recommendation**	4.3.4.4 *Flight recorders electronic documentation* **Recommendation.—** *The documentation requirement concerning FDR 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.	

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 4 Reference 4.4.2 **Standard**	4.4.2 All helicopters when operating in accordance with VFR at night shall be equipped with: a) the equipment specified in 4.4.1; b) an attitude indicator (artificial horizon) for each required pilot and one additional attitude indicator; c) a slip indicator; d) a heading indicator (directional gyroscope); e) a rate of climb and descent indicator; f) such additional instruments or equipment as may be prescribed by the appropriate authority; and the following lights: g) the lights required by Annex 2 for aircraft in flight or operating on the movement area of a heliport; *Note.— The general characteristics of lights are specified in Annex 8.* h) two landing lights; i) illumination for all instruments and equipment that are essential for the safe operation of the helicopter that are used by the flight crew; j) lights in all passenger compartments; and k) a flashlight for each crew member station.	CAR 91.509, 91.233, 91.511, 91.221(a)(4), 135.359.	Less protective or partially implemented or not implemented	Items b), d), e) no requirement specified; h) only one required.	

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 4 Reference 4.4.2.1 **Recommendation**	4.4.2.1 **Recommendation.**— *One of the landing lights should be trainable, at least in the vertical plane.*	CAR 91.223.	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 4 Reference 4.4.3 **Standard**	4.4.3 All helicopters when operating in accordance with IFR, or when the helicopter cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be equipped with: a) a magnetic compass; b) an accurate timepiece indicating the time in hours, minutes and seconds; c) two sensitive pressure altimeters; d) an airspeed indicating system with means of preventing malfunctioning due to either condensation or icing; e) a slip indicator; f) an attitude indicator (artificial horizon) for each required pilot and one additional attitude indicator; g) a heading indicator (directional gyroscope); h) a means of indicating whether the power supply to the gyroscope instrument is adequate; i) a means of indicating on the flight deck the outside air temperature; j) a rate of climb and descent indicator; k) a stabilization system, unless it has been demonstrated to the satisfaction of the certificating authority that the helicopter possesses, by nature of its design, adequate stability without such a system; l) such additional instruments or equipment as may be prescribed by the appropriate authority; and	CAR 91.509, 91.511, 91.517, 135.359, 135.361.	Less protective or partially implemented or not implemented	Item d) two required by CAR 135.361(1)(i); f) CAR 91 517(1) requires one only, but CAR 135.361(b) provides for the installation of an additional, independently powered, attitude indicator in lieu of the second airspeed indicating system required by 135.361(1)(i); k) 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
	m) if operated at night, the lights specified in 4.4.2 g) to k) and 4.4.2.1.				
Chapter 4 Reference 4.4.3.1 **Standard**	4.4.3.1 All helicopters when operating in accordance with IFR 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 135.361(b).	Less protective or partially implemented or not implemented	May be installed in lieu of the addtional means of indicating airspeed required by 135.361(a)(i).	
Chapter 4 Reference 4.4.4 **Recommendation**	4.4.4 **Recommendation.—** *A helicopter when operating in accordance with IFR and which has a maximum certificated take-off mass in excess of 3 175 kg, or a maximum passenger seating configuration of more than 9, should be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	

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 4 Reference 4.5.1 **Standard**	**4.5 All helicopters on flights over water** **4.5.1 Means of flotation** All helicopters intended to be flown over water shall be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter when: a) engaged in offshore operations, or other overwater operations as prescribed by the State of the Operator; or b) flying over water in a hostile environment at a distance from land corresponding to more than 10 minutes at normal cruise speed when operating in performance Class 1 or 2; or *Note.— When operating in a hostile environment, a safe ditching requires a helicopter to be designed for landing on water or certificated in accordance with ditching provisions.* c) flying over water in a non-hostile environment at a distance from land specified by the appropriate authority of the responsible State when operating in performance Class 1; or *Note.— When considering the distance beyond which flotation equipment is required, the State should take into consideration the certification standard of the helicopter.* d) flying over water beyond autorotational or safe forced landing distance from land when operating in performance Class 3.	CAR 135.87.	Less protective or partially implemented or not implemented	Not implemented for other than single-engine helicopters operating more than 10 nm beyond autorotational distance from shore.	

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 4 Reference 4.5.2.1 **Standard**	**4.5.2 Emergency equipment** 4.5.2.1 Helicopters operating in performance Class 1 or 2 and operating in accordance with the provisions of 4.5.1 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. For offshore operations the life jacket shall be worn constantly unless the occupant is wearing an integrated survival suit that includes the functionality of the life jacket; b) 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. When two life rafts are fitted, each shall be able to carry all occupants in the overload state; and c) equipment for making the pyrotechnical distress signals described in Annex 2. *Note.— The life raft overload state has a design safety margin of 1.5 times the maximum capacity.*	CAR 135.87.	Less protective or partially implemented or not implemented	Required only for operations more than 10 nm beyond autorotational distance from shore.	

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 4 Reference 4.5.2.2.1 **Standard**	4.5.2.2.1 For offshore operations, when operating beyond autorotational distance from land, the life jacket shall be worn unless the occupant is wearing an integrated survival suit that includes the functionality of the life jacket**.**	CAR 135.87.	Less protective or partially implemented or not implemented	All operations more than 10 nm beyond autorotational distance from shore require each passenger to wear a life preserver. Single-engine operations more than 10 nm beyond autorotational distance from shore require a helicopter flotation device or each occupant to wear an immenrsion suit.	
Chapter 4 Reference 4.5.2.3 **Standard**	4.5.2.3 Helicopters operating in performance Class 3 when operating beyond the distance specified in 4.5.2.2 shall be equipped as in 4.5.2.1.	CAR 135.87.	Less protective or partially implemented or not implemented	Required for operations more than 10 nm beyond autorotational distance from shore.	
Chapter 4 Reference 4.5.2.6 **Recommendation**	4.5.2.6 **Recommendation.—** *On any helicopter for which the individual certificate of airworthiness is first issued on or after 1 January 1991, at least 50 per cent of the life rafts carried in accordance with the provisions of 4.5.2 should be deployable by remote control.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 4 Reference 4.5.2.7 **Recommendation**	4.5.2.7 **Recommendation.—** *Rafts which are not deployable by remote control and which have a mass of more than 40 kg should be equipped with some means of mechanically assisted deployment.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	

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 4 Reference 4.5.2.8 **Recommendation**	4.5.2.8 **Recommendation.—** *On any helicopter for which the individual certificate of airworthiness was first issued before 1 January 1991, the provisions of 4.5.2.6 and 4.5.2.7 should be complied with no later than 31 December 1992.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 4 Reference 4.5.3.2 **Recommendation**	4.5.3.2 **Recommendation.**— *For offshore operations, a survival suit should be worn by all occupants when the sea temperature is less than 10°C or when the estimated rescue time exceeds the calculated survival time. When the elevation and strength of the sun results in a high temperature hazard on the flight deck, consideration should be given to alleviating the flight crew from this recommendation.* *Note.— When establishing rescue time, the sea state and the ambient light conditions should be taken into consideration.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	

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 4 Reference 4.11 **Standard**	**4.11 All helicopters required to comply with the noise certification Standards in Annex 16, Volume I** All helicopters required to comply with the noise certification Standards of Annex 16, Volume I 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 1.— The attestation may be contained in any document, carried on board, approved by the State of Registry in accordance with the relevant provisions of Annex 16, Volume I.* *Note 2.— The various noise certification Standards of Annex 16, Volume I that are applicable to helicopters are determined according to the date of application for a type certificate, or the date of acceptance of an application under an equivalent prescribed procedure by the certificating authority. Some helicopters are not required to comply with any noise certification Standard. For details see Annex 16, Volume I, Part II, Chapters 8 and 11.*	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.	

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 4 Reference 4.12.1 **Standard**	**4.12 Helicopters carrying passengers — cabin crew seats** 4.12.1 All helicopters shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the helicopter) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 10.1 in respect of emergency evacuation. *Note 1.— In accordance with the provisions of 4.2.2 c) 1), a seat and seat belt shall be provided for the use of each additional cabin crew member.* *Note 2.— 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.	
Chapter 4 Reference 4.12.2 **Standard**	4.12.2 Cabin crew seats shall be located near floor level and other emergency exits as required by the State of Registry for emergency evacuation.	CAR 91.115.	Less protective or partially implemented or not implemented	No specific requirements for cabin crew seating in helicopters.	
Chapter 4 Reference 4.14 **Standard**	**4.14 Microphones** All flight crew members required to be on flight deck duty shall communicate through boom or throat microphones.	CAR 135.71.	Less protective or partially implemented or not implemented	Required only when a CVR is fitted and the aircraft is operating below 10,000 feet.	

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 4 Reference 4.15.1 **Recommendation**	**4.15 Vibration health monitoring system** **Recommendation.—** *A helicopter which has a maximum certificated take-off mass in excess of 3 175 kg or a maximum passenger seating configuration of more than 9 should be equipped with a vibration health monitoring system.*	CAR Part 91.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 5 Reference 5.5.1 **Standard**	**5.5 Electronic navigation data management** 5.5.1 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 DO200A/EUROCAE ED-76 and RTCA DO-201A/EUROCAE ED-77.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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 5 Reference 5.5.2 **Standard**	5.5.2 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 6 Reference 6.2.1 **Standard**	**6.2 Operator's maintenance control manual** 6.2.1 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 9.2. 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 119.111.	Less protective or partially implemented or not implemented	No reference to Human Factors principles.	

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 6 Reference 6.3.1 **Standard**	**6.3 Maintenance programme** 6.3.1 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 9.3. 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 119.111.	Less protective or partially implemented or not implemented	No reference to Human Factors principles.	
Chapter 6 Reference 6.4.2 **Standard**	6.4.2 The records in 6.4.1 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 6.4.1 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.	

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 6 Reference 6.5.2 **Standard**	6.5.2 The operator of a helicopter over 3 175 kg maximum 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 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.	
Chapter 6 Reference 6.8.2 **Standard**	6.8.2 These records shall be kept for a period of 90 days after the end of the operating life of the unit to which they refer.	CAR 91.623.	More Exacting or Exceeds	Twelve months.	

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 9 Reference 9.1 **Standard**	**CHAPTER 9. 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 2.2.9* *Continuing airworthiness records — see 6.4* *Flight time, flight duty periods, duty periods and rest periods records — see 2.8.3.3* *Flight preparation forms — see 2.3* *Operational flight plan — see 2.3.3* *Pilot-in-command operational qualification records — see 7.4.2.4.* **9.1 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.	

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 9 Reference 9.4.2 **Recommendation**	9.4.2 **Recommendation.—** *Entries in the journey log book should be made currently and in ink or indelible pencil.*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 9 Reference 9.4.3 **Recommendation**	9.4.3 **Recommendation.—** *Completed journey log books should be retained to provide a continuous record of the last six months' operations.*	CAR 91.112(b).	More Exacting or Exceeds	Twelve months.	

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 1 Reference 11.1 **Standard**	**CHAPTER 11. SECURITY*** --- * In the context of this Chapter, the word "security" is used in the sense of prevention of illicit acts against civil aviation. **11.1 Helicopter search procedure checklist** The operator shall ensure that there is on board a checklist of the procedures to be followed in searching for a bomb in case of suspected sabotage. The checklist shall be supported by guidance on the course of action to be taken should a bomb or suspicious object be found.	CAR 108.53(b)(2), 108.55(b)(2).	Less protective or partially implemented or not implemented	Rules do not apply to Part 135 operations.	
Chapter 1 Reference 11.2.1 **Standard**	**11.2 Training programmes** 11.2.1 The operator shall establish and maintain a training programme which enables crew members to act in the most appropriate manner to minimize the consequences of acts of unlawful interference.	CAR Part 108.	Less protective or partially implemented or not implemented	Rules do not apply to Part 135 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 1 Reference 11.2.2 **Standard**	11.2.2 The operator shall also establish and maintain a training programme to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on a helicopter so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.	CAR Part 108.	Less protective or partially implemented or not implemented	Rules do not apply to Part 135 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 1 Reference 12.3 **Standard**	**12.3 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;4 and the requirements of the State's regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operators' operations manuals; and b) established dangerous goods policies and procedures in their operations manuals 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.	CARs	Less protective or partially implemented or not implemented	Not defined	

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 1 Reference 12.4.1 **Standard**	**12.4 OPERATORS WITH A SPECIFIC APPROVAL FOR THE TRANSPORT OF DANGEROUS GOODS AS CARGO** **12.4.1 Overview** The State of the Operator shall issue a specific approval for the transport of dangerous goods and ensure that the operator: a) establishes a dangerous goods training programme that meets the requirements in the Technical Instructions, Part 1;4, and the requirements of the State regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals; b) establishes 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 enable operator personnel to: 1) identify and reject undeclared or misdeclared dangerous goods in cargo or mail, including COMAT classified as dangerous goods; 2) report to the appropriate authorities of the State of the Operator, and the State in which it occurred, any: i) occasions when undeclared or misdeclared dangerous goods are discovered in cargo or mail; and	CARs	Less protective or partially implemented or not implemented	Not defined	

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
	ii) dangerous goods accidents and incidents; 3) report to the appropriate authorities of the State of the Operator any occasions when dangerous goods are discovered to have been carried: i) when not loaded, segregated, separated or secured in accordance with the Technical Instructions, Part 7;2; and ii) without information having been provided to the pilot-in-command; 4) accept, handle, store, transport, load and unload dangerous goods, including COMAT classified as dangerous goods as cargo on board an aircraft; and 5) provide the pilot-in-command with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo; i) for helicopter operations, with the approval of the State of the Operator, the information provided to the pilot-in-command may be abbreviated or briefed by other means (e.g. radio communication, as part of the working flight documentation such as a journey log or operational flight plan) where circumstances make it impractical to produce written or printed information or a dedicated form (see the *Supplement to the Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc				

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
	9284SU), Part S-7;4.8).				
Chapter 1 Reference 12.4.2 **Standard**	**12.4.2 Loading and securing of dangerous goods** Packages or overpacks of dangerous goods bearing the "cargo aircraft only" label shall be loaded on a helicopter performing cargo only operations in accordance with Part 7;2.4.1 of the Technical Instructions.	CARs	Less protective or partially implemented or not implemented	Not defined	
Chapter 1 Reference 12.4.3.1 **Standard**	12.4.3.1 Each operator shall prepare and keep current a manual containing operational guidelines and handling procedures for the use and guidance of flight, maintenance and ground personnel concerned in the dispensing or expending of dangerous goods.	CAR Part 92	Different in character or other means of compliance	Different in character	
Chapter 1 Reference 12.4.3.2 **Standard**	12.4.3.2 No person, other than a required flight crew member, or person necessary for handling or dispensing the dangerous goods, shall be carried on the aircraft.	CAR Part 92	Different in character or other means of compliance	Different in character	
Chapter 1 Reference 12.4.3.3 **Standard**	12.4.3.3 The operator of the aircraft shall have prior permission for the dispensing or expending of dangerous goods from the owners of any airport to be used.	CARs	Less protective or partially implemented or not implemented	Not defined	

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 1 Reference 12.5 **Standard**	**12.5 PROVISION OF INFORMATION** The operator shall ensure that all personnel, including third-party personnel, involved in the acceptance, handling, loading and unloading of cargo are informed of the operator's specific approval and limitations with regard to the transport of dangerous goods.	CAR Part 133	Different in character or other means of compliance	Different in character	
Chapter 1 Reference 12.6.1 **Recommendation**	**12.6 DOMESTIC COMMERCIAL AIR TRANSPORT OPERATIONS** **Recommendation.—** *The International Standards and Recommended Practices set forth in this chapter should be applied by all Contracting States, including in the case of domestic commercial air transport operations.* *Note.— Annex 18 contains a similar provision in this regard.* _____	CARs	Less protective or partially implemented or not implemented	Not defined	

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 1 Reference 1.1.5 **Recommendation**	1.1.5 **Recommendation.—** *The pilot-in-command should have available on board the helicopter essential information concerning the search and rescue services in the areas over which it is intended the helicopter will be flown.*	CAR Part 91.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 1 Reference 1.4 **Standard**	**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 5.	CAR 91.246.	Different in character or other means of compliance	If this is equivalent to 7.2.4 in Annex 6 Part I, then the reference applies. Otherwise, it isn't provided for in the rules.	
Chapter 2 Reference 2.2.1 **Standard**	**2.2 Heliport or landing location operating minima** 2.2.1 The pilot-in-command shall establish operating minima in accordance with criteria specified by the State of Registry for each heliport or landing location 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 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 operating minima.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	See Section II, 2.2.8.

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 2.2.1.1 **Standard**	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 (2.6.3.2) or dispatch considerations, a minimum below the heliport or landing location 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).* *Note 4.— Automatic landing system — helicopter is an automatic approach using airborne systems which provide automatic control of the flight path, to a point aligned with the landing surface, from which the pilot can transition to a safe landing by means of natural vision without the use of automatic control.*	CARs.	Less protective or partially implemented or not implemented	Not yet implemented.	As per 2.2.1.

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 2.6.2.2 **Standard**	2.6.2.2 *When no alternate is required.* A flight to be conducted in accordance with IFR to a heliport when no alternate heliport is required shall not be commenced unless available current meteorological information indicates that the following meteorological conditions will exist from two hours before to two hours after the estimated time of arrival, or from the actual time of departure to two hours after the estimated time of arrival, whichever is the shorter period: a) a cloud base of at least 120 m (400 ft) above the minimum associated with the instrument approach procedure; and b) visibility of at least 1.5 km more than the minimum associated with the procedure. *Note.— These should be considered as minimum values where a reliable and continuous meteorological watch is maintained. When only an "area" type forecast is available these values should be increased accordingly.*	CAR 91.405.	More Exacting or Exceeds	One hour before and after ETA. Visibility 5 km, or 2 km more than the prescribed minimum; cloud base of at least 1000 feet above the minimum associated with the instrument approach.	
Chapter 2 Reference 2.6.3.1 **Standard**	**2.6.3 Heliport operating minima** 2.6.3.1 A flight shall not be continued towards the heliport of intended landing unless the latest available meteorological information indicates that conditions at that heliport, or at least one alternate heliport, will, at the estimated time of arrival, be at or above the specified heliport operating minima.	CAR 91.405, 91.413.	Less protective or partially implemented or not implemented	Rules do not specifically preclude this.	

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 2.6.3.2 **Standard**	2.6.3.2 An instrument approach shall not be continued below 300 m (1 000 ft) above the heliport elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the heliport 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 outer marker or 1000-foot limits.	
Chapter 2 Reference 2.6.3.3 **Standard**	2.6.3.3 If, after entering the final approach segment or after descending below 300 m (1 000 ft) above the heliport 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, a helicopter shall not continue its approach-to-land beyond a point at which the limits of the heliport operating minima would be infringed.	CAR 91.413.	Different in character or other means of compliance	Rule does not specify the 1000-foot requirement.	

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 2.7.1 **Standard**	**2.7 Alternate heliports** 2.7.1 For a flight to be conducted in accordance with IFR, at least one alternate heliport or landing location shall be specified in the operational flight plan and the flight plan, unless: a) the weather conditions in 2.6.2.2 prevail; or b) 1) the heliport or landing location of intended landing is isolated and no alternate heliport or landing location is available; and 2) an instrument approach procedure is prescribed for the isolated heliport of intended landing; and 3) a point of no return (PNR) is determined in case of an offshore destination.	CAR 91.405.	Less protective or partially implemented or not implemented	Rule does not include conditions in b).	

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 2.7.2 **Standard**	2.7.2 Suitable offshore alternates may be specified subject to the following: a) the offshore alternates shall be used only after passing a PNR. Prior to a PNR, onshore alternates shall be used; b) mechanical reliability of critical control systems and critical components shall be considered and taken into account when determining the suitability of the alternate; c) one engine inoperative performance capability shall be attainable prior to arrival at the alternate; d) to the extent possible, deck availability shall be guaranteed; and e) weather information must be reliable and accurate. *Note.— The landing technique specified in the flight manual following control system failure may preclude the nomination of certain helidecks as alternate heliports.*	CAR 91.405.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 2 Reference 2.7.3 **Recommendation**	2.7.3 **Recommendation.**—*Offshore alternates should not be used when it is possible to carry enough fuel to have an onshore alternate. Offshore alternates should not be used in a hostile environment.*	CAR 91.405.	Less protective or partially implemented or not implemented	Not implemented.	

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 2.8.2 **Standard**	2.8.2 *VFR operations*. The fuel and oil carried in order to comply with 2.8.1 shall, in the case of VFR operations, be at least the amount to allow the helicopter to: a) fly to the landing site to which the flight is planned; b) have a final reserve fuel to fly thereafter for a period of 20 minutes at best-range speed; and c) have an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies, as determined by the State and specified in the State regulations governing general aviation.	CAR 91.305.	Less protective or partially implemented or not implemented	Rule does not specify c).	
Chapter 2 Reference 2.8.3.1 **Standard**	2.8.3.1 When no alternate is required, in terms of 2.6.2.2, to fly to and execute an approach at the heliport or landing location to which the flight is planned, and thereafter to have: a) a final reserve fuel to fly 30 minutes at holding speed at 450 m (1 500 ft) above the destination heliport or landing location under standard temperature conditions and approach and land; and b) an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies.	CAR 91.403.	Less protective or partially implemented or not implemented	Rule does not specify b).	

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 2.8.3.2 **Standard**	2.8.3.2 When an alternate is required, in terms of 2.6.2.1, to fly to and execute an approach, and a missed approach, at the heliport or landing location to which the flight is planned, and thereafter: a) fly to and execute an approach at the alternate specified in the flight plan; and then b) have a final reserve fuel to fly for 30 minutes at holding speed at 450 m (1 500 ft) above the alternate under standard temperature conditions, and approach and land; and c) have an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies.	CAR 91.403.	Less protective or partially implemented or not implemented	Fuel provision for executing a missed approach is not explicitly required. Rule does not specify c).	
Chapter 2 Reference 2.8.3.3 **Standard**	2.8.3.3 When no alternate heliport or landing location is available (i.e. the heliport of intended landing is isolated and no alternate is available), to fly to the heliport to which the flight is planned and thereafter for a period as specified by the State of the Operator.	CAR 91.403.	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 2 Reference 2.8.4 **Standard**	2.8.4 In computing the fuel and oil required in 2.8.1, at least the following shall be considered: a) meteorological conditions forecast; b) expected air traffic control routings and traffic delays; c) for IFR flight, one instrument approach at the destination heliport, including a missed approach; d) the procedures for loss of pressurization, where applicable, or failure of one engine while en-route; and e) any other conditions that may delay the landing of the helicopter or increase fuel and/or oil consumption. *Note.— Nothing in 2.8 precludes amendment of a flight plan in flight in order to replan the flight to another heliport, provided that the requirements of 2.8 can be complied with from the point where the flight has been replanned.*	CAR 91.305, 91.403.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 2 Reference 2.8.5 **Standard**	2.8.5 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.	CARs.	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 2 Reference 2.9.2 **Standard**	2.9.2 The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific landing site, the pilot calculates that any change to the existing clearance to that landing site, or other air traffic delays, may result in landing with less than the planned final reserve fuel. *Note 1.— The declaration of MINIMUM FUEL informs ATC that all planned landing site options have been reduced to a specific landing site of intended landing, that no precautionary landing site is available, 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.* *Note 2.— A precautionary landing site refers to a landing site, other than the site of intended landing, where it is expected that a safe landing can be made prior to the consumption of the planned final reserve fuel.*	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	

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 2.9.3 **Standard**	2.9.3 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the usable fuel estimated to be available upon landing at the nearest landing site where a safe landing can be made is less than the required final reserve fuel in compliance with 2.8. *Note 1.— The planned final reserve fuel refers to the value calculated in 2.8 and is the minimum amount of fuel required upon landing at any landing site. The declaration of MAYDAY MAYDAY MAYDAY FUEL informs ATC that all available landing options have been reduced to a specific site and a portion of the final reserve fuel may be consumed prior to landing.* *Note 2.— The pilot estimates with reasonable certainty that the fuel remaining upon landing at the nearest safe landing site will be less than the final reserve fuel taking into consideration the latest information available to the pilot, the area to be overflown (i.e. with respect to the availability of precautionary landing areas), meteorological conditions and other reasonable contingencies.* *Note 3.— 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.	

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 2.13.1 **Recommendation**	**2.13 Weather reporting by pilots** **Recommendation.—** *When weather conditions likely to affect the safety of other aircraft are encountered, they should be reported as soon as possible.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 2 Reference 2.14.1 **Recommendation**	**2.14 Hazardous flight conditions** **Recommendation.—** *Hazardous flight conditions, other than those associated with meteorological conditions, encountered en-route should be reported as soon as possible. The reports so rendered should give such details as may be pertinent to the safety of other aircraft.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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 2.15 **Standard**	**2.15 Fitness of flight crew members** 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 or the effects of alcohol or drugs; and b) will not be continued beyond the nearest suitable heliport 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).	
Chapter 2 Reference 2.16.2 **Standard**	**2.16.2 En-route** All flight crew members required to be on flight deck duty shall remain at their stations except when their absence is necessary for the performance of duties in connection with the operation of the helicopter, or for physiological needs.	CAR 91.205.	Less protective or partially implemented or not implemented	Rule specifies only during take-off and landing.	
Chapter 2 Reference 2.16.3 **Standard**	**2.16.3 Seat belts** All flight crew members shall keep their seat belt fastened when at their stations.	CAR 91.205(a).	Less protective or partially implemented or not implemented	Rule specifies only during take-off or landing.	

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 2.17.1 **Standard**	**2.17 Instrument flight procedures** 2.17.1 One or more instrument approach procedures designed to support instrument approach operations shall be approved and promulgated by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State, to serve each final approach and take-off area or heliport utilized for instrument flight operations.	CARs, Part 95.	Different in character or other means of compliance	Part 95 provides for the approval and promulgation of the procedures, but does not require them.	Note: CAR Part 173, Instrument Flight Procedure Service Organisation - Certification and Operation provides for the certification of IFP providers.
Chapter 2 Reference 2.18 **Standard**	**2.18 Instruction — general** A helicopter rotor shall not be turned under power for the purpose of flight without a qualified pilot at the controls.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 2 Reference 2.19.1 **Recommendation**	**2.19 Refuelling with passengers on board or rotors turning** 2.19.1 **Recommendation.—** *A helicopter should not be refuelled when passengers are embarking, on board or disembarking or when the rotor is turning unless it is attended by the pilot-in-command or other qualified personnel ready to initiate and direct an evacuation of the helicopter by the most practical and expeditious means available.*	CAR 91.15.	More Exacting or Exceeds	Not permitted.	Note: see 2.3.7 - permitted for operations under Part 135.

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 2.19.2 **Recommendation**	2.19.2 **Recommendation.—** *When refuelling with passengers embarking, on board or disembarking, two-way communications should be maintained by helicopter inter-communications system or other suitable means between the ground crew supervising the refuelling and the pilot-in-command or other qualified personnel required by 2.19.1.* *Note 1.— 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 2.— 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.	
Chapter 2 Reference 2.20 **Standard**	**2.20 Over-water flights** All helicopters on flights over water in a hostile environment in accordance with 4.3.1 shall be certificated for ditching. Sea state shall be an integral part of ditching information.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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 4 Reference 4.1.3.1 **Standard**	**4.1.3 Equipment** 4.1.3.1 A helicopter 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 helicopter. 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 4.1.3.2 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 helicopter by the certificating authority of the State of Registry, required for the application of Chapter 3;	a) CAR 91.523; b) CAR 91.523; c) CAR 91.505; d)1) CAR 91.111; d)2) CAR 91.221.	Less protective or partially implemented or not implemented	Items d)2) and d)4), and e) not specified.	Note: the numbering system in the CC is at odds with the Annex.

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
	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 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) a list of visual signals for use by intercepting and intercepted aircraft, as contained in Annex 2; 6) the journey log book for the helicopter; and e) if fuses are used, spare electrical fuses of appropriate ratings for replacement of those accessible in flight.				

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 4 Reference 4.1.3.2 **Standard**	4.1.3.2 Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in a helicopter, 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 a helicopter, 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.	
Chapter 4 Reference 4.1.3.3 **Recommendation**	4.1.3.3 **Recommendation.—** *All helicopters 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.	

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 4 Reference 4.2.2 **Standard**	4.2.2 All helicopters when operating in accordance with VFR at night shall be equipped with: a) the equipment specified in 4.2.1; b) an attitude indicator (artificial horizon) for each required pilot; c) a slip indicator; d) a heading indicator (directional gyroscope); e) a rate of climb and descent indicator; and f) such additional instruments or equipment as may be prescribed by the appropriate authority; and the following lights: g) the lights required by Annex 2 for aircraft in flight or operating on the movement area of a heliport; *Note.— The general characteristics of the lights are specified in Annex 8.* h) a landing light; i) illumination for all flight instruments and equipment that are essential for the safe operation of the helicopter; j) lights in all passenger compartments; and k) a flashlight for each crew member station.	CAR 91.509, 91.233, 91.511, 91.221(a)(4).	Less protective or partially implemented or not implemented	Items b), d), e), h) no requirement 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 4 Reference 4.2.2.1 **Recommendation**	4.2.2.1 **Recommendation**.— *The landing light should be trainable, at least in the vertical plane.*	CAR 91.233.	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 4 Reference 4.2.3 **Standard**	4.2.3 All helicopters, when operating in accordance with IFR, or when the helicopter cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be: a) equipped with: 1) a magnetic compass; 2) a sensitive pressure altimeter; *Note.— Due to the long history of misreadings, the use of drum-pointer altimeters is not recommended.* 3) an airspeed indicating system with a means of preventing malfunctioning due to either condensation or icing; 4) a slip indicator; 5) an attitude indicator (artificial horizon) for each required pilot and one additional attitude indicator; 6) a heading indicator (directional gyroscope); 7) a means of indicating whether the supply of power to the gyroscopic instruments is adequate; 8) a means of indicating on the flight deck the outside air temperature; 9) a rate of climb and descent indicator; 10) such additional instruments or equipment as	CAR 91.509, 91.511, 91.517, 135.359, 135.361.	Different in character or other means of compliance	Item 3) CAR 135.361(1)(i) requires two; 5) CAR 91.517(1) requires one only, but CAR 135.361(b) provides for the intallation of an additional, independently-powered attitude indicatoe in lieu of the second airspeed indicating system required by 135.361(1)(i).	

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
	may be prescribed by the appropriate authority; ll) if operated by night, the lights specified in 4.2.2 g) to k) and 4.2.2.1; and b) equipped with, or shall carry, a means of measuring and displaying the time in hours, minutes and seconds.				
Chapter 4 Reference 4.3.1 **Standard**	**4.3 All helicopters on flights over water** **4.3.1 Means of flotation** All helicopters intended to be flown over water shall be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter when: a) engaged in offshore operations or other over-water operations, as prescribed by the State of Registry; or b) flying at a distance from land specified by the appropriate State authority. *Note.— When determining the distance from land referred to in 4.3.1, consideration should be given to environmental conditions and the availability of search and rescue facilities.*	CAR 95.525.	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 4 Reference 4.3.2.1 **Standard**	**4.3.2 Emergency equipment** 4.3.2.1 Helicopters operating in accordance with the provisions of 4.3.1 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 of the person for whose use it is provided; b) when not precluded by consideration related to the type of helicopter used, 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; and c) equipment for making the pyrotechnical distress signals described in Annex 2.	CAR 91.525.	Less protective or partially implemented or not implemented	Rule specifies b) only for flight beyond 100 nm from shore.	
Chapter 4 Reference 4.3.2.2 **Standard**	4.3.2.2 When taking off or landing at a heliport 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 likelihood of a ditching, at least the equipment required in 4.3.2.1 a) shall be carried.	CAR 91.525.	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 4 Reference 4.3.2.4 **Recommendation**	4.3.2.4 **Recommendation.—** *On any helicopter for which the individual certificate of airworthiness is first issued on or after 1 January 1991, at least 50 per cent of the life rafts carried in accordance with the provisions of 4.3.2 should be deployable by remote control.*	CAR 91.525.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 4 Reference 4.3.2.5 **Recommendation**	4.3.2.5 **Recommendation.—** *Rafts which are not deployable by remote control and which have a mass of more than 40 kg should be equipped with some means of mechanically assisted deployment.*	CAR 91.525.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 4 Reference 4.3.2.6 **Recommendation**	4.3.2.6 **Recommendation.—** *On any helicopter for which the individual certificate of airworthiness was first issued before 1 January 1991, the provisions of 4.3.2.4 and 4.3.2.5 should be complied with no later than 31 December 1992.*	CAR 91.525.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 4 Reference 4.10.1 **Recommendation**	**4.10 Microphones** **Recommendation.—** *All flight crew members required to be on flight deck duty should communicate through boom or throat microphones.*	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 5 Reference 5.1.2 **Standard**	5.1.2 When compliance with 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.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations, except for operations in RVSM or MNPS airspace.	
Chapter 5 Reference 5.2.6 **Standard**	5.2.6 The helicopter 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 helicopter to navigate in accordance with 5.2.1 and, where applicable, 5.2.2. *Note.— For international general aviation, this requirement may be met by means other than the duplication of equipment.*	CAR 91.519.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations, except for operations in RVSM or MNPS airspace.	
Chapter 6 Reference 6.3 **Standard**	**6.3 Continuing airworthiness information** The owner of a helicopter over 3 175 kg maximum certificated take-off mass, or in the case where it is leased, the lessee, shall, as required by the State of Registry, ensure that the information resulting from maintenance and operational experience with respect to continuing airworthiness is transmitted as required by Annex 8, Part II, 4.2.3.1 f) and 4.2.4.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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 7 Reference 7.1 **Standard**	**CHAPTER 7. HELICOPTER FLIGHT CREW** **7.1 Qualifications** The pilot-in-command shall ensure that the licences of each flight crew member have been issued or rendered valid by the State of Registry, and are properly rated and of current validity, and shall be satisfied that flight crew members have maintained competence. *Note.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS and knowledge of these differences is important for safety reasons.*	CAR 135.503.	Less protective or partially implemented or not implemented	Although the rule requires this of operators, it does not extend to non-commercial operations.	

- END -