



Report on entire 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
<p>Chapter 1 Reference</p> <p>Definition</p>	<p style="text-align: center;">ANNEX 6 — PART II</p> <p style="text-align: center;">INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES</p> <p style="text-align: center;">CHAPTER 1.1 DEFINITIONS</p> <p>When the following terms are used in the Standards and Recommended Practices for the operation of aeroplanes in international general aviation, they have the following meanings:</p> <p style="text-align: center;">SECTION 1</p> <p style="text-align: center;">GENERAL</p> <p><i>Acts of unlawful interference.</i> These are acts or attempted acts such as to jeopardize the safety of civil aviation and air transport, i.e.:</p> <ul style="list-style-type: none"> — unlawful seizure of aircraft in flight, — unlawful seizure of aircraft on the ground, — hostage-taking on board an aircraft or on aerodromes, 	<p>Civil Aviation Rules (CAR) Part 1.</p>	<p>No Difference</p>		<p>Note: all Civil Aviation Rules, Advisory Circulars and the Civil Aviation Act are available on the CAANZ web site, http://www.caa.govt.nz. AIPNZ is available on http://www.aip.net.nz.</p>



Report on entire 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
	<ul style="list-style-type: none"> — forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility, — introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes, — communication of false information as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility. 				
Chapter 1 Reference Definition	Aerial work. An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.	CAR Part 1.	Less protective or partially implemented or not implemented	This term is no longer used in New Zealand and has been partially replaced by "Commercial transport operations".	What the Annex defines as a "Commercial air transport operation" is an "Air transport operation in the New Zealand rules.
Chapter 1 Reference Definition	Aerodrome. A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.	CAR Part 1.	No Difference		



Report on entire 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
Chapter 1 Reference Definition	<p>Aerodrome operating minima. The limits of usability of an aerodrome for:</p> <ul style="list-style-type: none"> a) take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions; b) landing in 2D instrument approach operations, expressed in terms of visibility and/or runway visual range minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions; and c) landing in 3D instrument approach operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the type and/or category of the operation. 	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference Definition	<p>Aeroplane. A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.</p>	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	<p>Agreement summary. When an aircraft is operating under an Article 83 <i>bis</i> agreement between the State of Registry and another State, the agreement summary is a document transmitted with the Article 83 <i>bis</i> Agreement registered with the ICAO Council that identifies succinctly and clearly which functions and duties are transferred by the State of Registry to that other State.</p> <p><i>Note.— The other State in the above definition refers to the State of the principal location of a general aviation operator.</i></p>	CARs	No Difference	nil	nil



Report on entire 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
Chapter 1 Reference Definition	<i>Aircraft.</i> Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.	Civil Aviation (CA) Act 1990; CAR Part 1.	No Difference		
Chapter 1 Reference Definition	<i>Air traffic service (ATS).</i> A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	<i>Airworthy.</i> The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation.	CAR Part 1.	No Difference		Note: "airworthy condition".



Report on entire 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
<p>Chapter 1 Reference</p> <p>Definition</p>	<p>Alternate aerodrome. An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:</p> <p><i>Take-off alternate.</i> An alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.</p> <p><i>En-route alternate.</i> An alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route.</p> <p><i>Destination alternate.</i> An alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing.</p> <p><i>Note.— The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.</i></p>	<p>CAR Part 1.</p>	<p>No Difference</p>		
<p>Chapter 1 Reference</p> <p>Definition</p>	<p>Altitude system error (ASE). The difference between the altitude indicated by the altimeter display, assuming a correct altimeter barometric setting, and the pressure altitude corresponding to the undisturbed ambient pressure.</p>	<p>Advisory Circular AC91-4, 4, Definitions.</p>	<p>No Difference</p>		



Report on entire 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
Chapter 1 Reference Definition	Appropriate airworthiness requirements. The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined, but the relevant CARs are Parts 21 and 26.	
Chapter 1 Reference Definition	Area navigation (RNAV). A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or spaced-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these. <i>Note.— Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.</i>	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	Cabin crew member. A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.	CAR Part 1.	Different in character or other means of compliance	“Flight Attendant” is the equivalent term.	
Chapter 1 Reference Definition	Combined vision system (CVS). A system to display images from a combination of an enhanced vision system (EVS) and a synthetic vision system (SVS).	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	



Report on entire 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
Chapter 1 Reference Definition	Commercial air transport operation. An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.	CAR Part 1.	Different in character or other means of compliance	An operation requiring an AOC is an "air operation", which may be an "air transport operation", a "commercial transport operation" or an "adventure aviation operation".	Note: commercial transport operations are largely what was previously known as aerial work.
Chapter 1 Reference Definition	Continuing airworthiness. The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.	CAR Part I.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.
Chapter 1 Reference Definition	Continuing airworthiness records. Records which are related to the continuing airworthiness status of an aircraft, engine, propeller or associated part.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Note: the relevant rule is 91.617, maintenance records.
Chapter 1 Reference Definition	Continuous descent final approach (CDFA). A technique, consistent with stabilized approach procedures, for flying the final approach segment (FAS) of an instrument non-precision approach (NPA) of a non-precision instrument approach procedure as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 15 m (50 ft) above the landing runway threshold or the point where the flare manoeuvre begins for the type of aircraft flown; for the FAS of an NPA procedure followed by a circling approach, the CDFA technique applies until circling approach minima (circling OCA/H) or visual flight manoeuvre altitude/height are reached.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	



Report on entire 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
Chapter 1 Reference Definition	Corporate aviation operation. The non-commercial operation or use of aircraft by a company for the carriage of passengers or goods as an aid to the conduct of company business, flown by a professional pilot(s) employed to fly the aircraft.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference Definition	Dangerous goods. Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions. <i>Note.— Dangerous goods are classified in Annex 18, Chapter 3.</i>	CAR Part 1.	No Difference		



Report on entire 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
<p>Chapter 1 Reference</p> <p>Definition</p>	<p>Decision altitude (DA) or decision height (DH). A specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.</p> <p><i>Note 1.— Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation.</i></p> <p><i>Note 2.— The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In Category III operations with a decision height the required visual reference is that specified for the particular procedure and operation.</i></p> <p><i>Note 3.— For convenience where both expressions are used they may be written in the form “decision altitude/height” and abbreviated “DA/H”.</i></p>	<p>CAR Part 1.</p>	<p>No Difference</p>		<p>Note: the rule definitions for DA and DH still refer to precision rather than 3D approach, but 2D and 3D instrument operations are also now defined separately.</p>
<p>Chapter 1 Reference</p> <p>Definition</p>	<p>Electronic flight bag (EFB). An electronic information system, comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties.</p>	<p>AC91-20 (Guidelines for the Approval and Use of Electronic Flight Bags).</p>	<p>No Difference</p>		



Report on entire 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
<p>Chapter 1 Reference</p> <p>Definition</p>	<p>Emergency locator transmitter (ELT). A generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated. An ELT may be any of the following:</p> <p><i>Automatic fixed ELT (ELT(AF)).</i> An automatically activated ELT which is permanently attached to an aircraft.</p> <p><i>Automatic portable ELT (ELT(AP)).</i> An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft.</p> <p><i>Automatic deployable ELT (ELT(AD)).</i> An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided.</p> <p><i>Survival ELT (ELT(S)).</i> An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.</p>	<p>CAR Part 1.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>ELT(AD) not separately defined.</p>	
<p>Chapter 1 Reference</p> <p>Definition</p>	<p>Engine. A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable).</p>	<p>CAR Part 1.</p>	<p>No Difference</p>		<p>Note: "aircraft engine".</p>



Report on entire 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
Chapter 1 Reference Definition	Enhanced vision system (EVS). A system to display electronic real-time images of the external scene achieved through the use of image sensors. <i>Note.— EVS does not include night vision imaging systems (NVIS).</i>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference Definition	Extended flight over water. A flight operated over water at a distance of more than 93 km (50 NM), or 30 minutes at normal cruising speed, whichever is the lesser, away from land suitable for making an emergency landing.	CAR Part 1.	Less protective or partially implemented or not implemented	Only the 50 NM criterion is specified.	
Chapter 1 Reference Definition	Final approach segment (FAS). That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference Definition	Flight crew member. A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.	CAR Part 1.	Different in character or other means of compliance	Flight crew member means an appropriately qualified person assigned by the operator for duty in an aircraft during flight time as a pilot or flight engineer.	
Chapter 1 Reference Definition	Flight manual. A manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft.	CAR Part 1.	No Difference		



Report on entire 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
Chapter 1 Reference Definition	Flight plan. Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	Flight recorder. Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation. <i>Automatic deployable flight recorder (ADFR).</i> A combination flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined, but requirements are detailed in CARs 121.371, 121.373, 125.367, 125.369, 135.367, and 135.369. ADFR is not defined.	Common usage.



Report on entire 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
<p>Chapter 1 Reference</p> <p>Definition</p>	<p>Flight simulation training device. Any one of the following three types of apparatus in which flight conditions are simulated on the ground:</p> <p><i>A flight simulator,</i> which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;</p> <p><i>A flight procedures trainer,</i> which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;</p> <p><i>A basic instrument flight trainer,</i> which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.</p>	<p>CAR Part 1.</p>	<p>Different in character or other means of compliance</p>	<p>Defined under "Synthetic flight trainer".</p>	
<p>Chapter 1 Reference</p> <p>Definition</p>	<p>Flight time — aeroplanes. The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.</p> <p><i>Note.— Flight time as here defined is synonymous with the term “block to block” time or “chock to chock” time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.</i></p>	<p>CAR Part 1.</p>	<p>No Difference</p>		



Report on entire 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
Chapter 1 Reference Definition	General aviation operation. An aircraft operation other than a commercial air transport operation or an aerial work operation.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	New Zealand issues a "General Aviation Air Operator Certificate" under CAR Par 119 authorising the holder to conduct air transport operations or commercial transport operations under CAR Part 135, Air Operations - Helicopters and Small Acroplanes.
Chapter 1 Reference Definition	Head-up display (HUD). A display system that presents flight information into the pilot's forward external field of view.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference Definition	Industry codes of practice. Guidance material developed by an industry body, for a particular sector of the aviation industry to comply with the requirements of the International Civil Aviation Organization's Standards and Recommended Practices, other aviation safety requirements and the best practices deemed appropriate. <i>Note.— Some States accept and reference industry codes of practice in the development of regulations to meet the requirements of Annex 6, Part II, and make available, for the industry codes of practice, their sources and how they may be obtained.</i>	CARs.	Less protective or partially implemented or not implemented	Not defined in CARs.	



Report on entire 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
<p>Chapter 1 Reference</p> <p>Definition</p>	<p><i>Instrument approach operations.</i> An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:</p> <p>a) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and</p> <p>b) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance.</p> <p><i>Note.— Lateral and vertical navigation guidance refers to the guidance provided either by:</i></p> <p>a) <i>a ground-based radio navigation aid; or</i></p> <p>b) <i>computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.</i></p>	<p>CAR Part 1.</p>	<p>Different in character or other means of compliance</p>	<p>The definitions precision approach and non-precision approach are still used but definitions for 2D and 3D instrument approach operations have now been added to Part 1.</p>	



Report on entire 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
<p>Chapter 1 Reference</p> <p>Definition</p>	<p>Instrument approach procedure (IAP). A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows:</p> <p><i>Non-precision approach (NPA) procedure.</i> An instrument approach procedure designed for 2D instrument approach operations Type A.</p> <p><i>Note.— Non-precision approach procedures may be flown using a continuous descent final approach (CDFA) technique. CDFAs with advisory vertical navigation (VNAV) guidance calculated by on-board equipment are considered 3D instrument approach operations. CDFAs with manual calculation of the required rate of descent are considered 2D instrument approach operations. For more information on CDFAs, refer to PANS-OPS (Doc 8168), Volume I, Part II, Section 5.</i></p> <p><i>Approach procedure with vertical guidance (APV).</i> A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A.</p> <p><i>Precision approach (PA) procedure.</i> An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS CAT I) designed for 3D instrument approach operations Type A or B.</p> <p><i>Note.— Refer to Section 2, Chapter 2.2, 2.2.2.2.2, for instrument approach operation types.</i></p>	<p>CARs, Part 1.</p>	<p>Different in character or other means of compliance</p>	<p>The IAP definition does not include the three classifications; precision and non-precision approaches are defined separately, as are 2D and 3D instrument approach operations; and APV is not defined.</p>	



Report on entire 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
Chapter 1 Reference Definition	<p>Instrument meteorological conditions (IMC). Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling,* less than the minima specified for visual meteorological conditions.</p> <p><i>Note.— The specified minima for visual meteorological conditions are contained in Chapter 4 of Annex 2.</i></p> <p>-----</p> <p>* As defined in Annex 2.</p>	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	<p>Isolated aerodrome. A destination aerodrome for which there is no destination alternate aerodrome suitable for a given aeroplane type.</p>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference Definition	<p>Large aeroplane. An aeroplane of a maximum certificated take-off mass of over 5 700 kg.</p>	CAR Part 121 Air Operations - Large Aeroplanes.	Different in character or other means of compliance	Part 121 criteria are a seating configuration of more than 30 seats, excluding any required crew member seat, or a payload capacity of more than 3410 kg.	
Chapter 1 Reference Definition	<p>Low-visibility operations (LVO). Approach operations in RVRs less than 550 m and/or with a DH less than 60 m (200 ft) or take-off operations in RVRs less than 400 m.</p>	CARs	No Difference	nil	nil



Report on entire 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
Chapter 1 Reference Definition	<i>Maintenance.</i> † The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair. ----- † Applicable until 4 November 2020.	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	<i>Maintenance.</i> †† The performance of tasks on an aircraft, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft, engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair. ----- †† Applicable as of 5 November 2020.	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	<i>Maintenance programme.</i> A document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	The requirements are detailed in CAR 91.605, Maintenance programmes and schedules.
Chapter 1 Reference Definition	<i>Maintenance release.</i> A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organization's procedures manual or under an equivalent system.	CARs.	Different in character or other means of compliance	The technical Log is the equivalent document.	See CAR 91.619. "Release to service" requirements are detailed in CAR Part 43.



Report on entire 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
Chapter 1 Reference Definition	<i>Maintenance release.</i> A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner in accordance with appropriate airworthiness requirements.	CAR Part 1.	Different in character or other means of compliance	The Technical Log is the equivalent document.	See CAR 91.619.
Chapter 1 Reference Definition	<i>Meteorological information.</i> Meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.	CAR Part 1.	No Difference		



Report on entire 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
<p>Chapter 1 Reference</p> <p>Definition</p>	<p>Minimum descent altitude (MDA) or minimum descent height (MDH). A specified altitude or height in a 2D instrument approach operation or circling approach operation below which descent must not be made without the required visual reference.</p> <p><i>Note 1.— Minimum descent altitude (MDA) is referenced to mean sea level and minimum descent height (MDH) is referenced to the aerodrome elevation or to the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. A minimum descent height for a circling approach is referenced to the aerodrome elevation.</i></p> <p><i>Note 2.— The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach the required visual reference is the runway environment.</i></p> <p><i>Note 3.— For convenience when both expressions are used they may be written in the form “minimum descent altitude/height” and abbreviated “MDA/H”.</i></p>	<p>CAR Part 1.</p>	<p>Different in character or other means of compliance</p>	<p>The rule definitions still refer to non-precision rather than 2D approach, but 2D and 3D instrument approach operations are also now defined separately.</p>	
<p>Chapter 1 Reference</p> <p>Definition</p>	<p>Modification. A change to the type design of an aircraft, engine or propeller.</p> <p><i>Note.— A modification may also include the embodiment of the modification which is a maintenance task subject to a maintenance release. Further guidance on aircraft maintenance — modification and repair is contained in the Airworthiness Manual (Doc 9760).</i></p>	<p>CAR Part 1.</p>	<p>No Difference</p>		



Report on entire 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
<p>Chapter 1 Reference</p> <p>Definition</p>	<p>Navigation specification. A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications:</p> <p><i>Required navigation performance (RNP) specification.</i> A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, e.g. RNP 4, RNP APCH.</p> <p><i>Area navigation (RNAV) specification.</i> A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.</p> <p><i>Note 1.— The Performance-based Navigation (PBN) Manual (Doc 9613), Volume II, contains detailed guidance on navigation specifications</i></p> <p><i>Note 2.— The term RNP, previously defined as “a statement of the navigation performance necessary for operation within a defined airspace”, has been removed from this Annex as the concept of RNP has been overtaken by the concept of PBN. The term RNP in this Annex is now solely used in the context of navigation specifications that require performance monitoring and alerting, e.g. RNP 4 refers to the aircraft and operating requirements, including a 4 NM lateral performance with on-board performance monitoring and alerting that are detailed in Doc 9613.</i></p>	<p>AIPNZ GEN 2.2.</p>	<p>No Difference</p>		



Report on entire 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
Chapter 1 Reference Definition	<p>Night. The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority.</p> <p><i>Note.— Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.</i></p>	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	<p>Obstacle clearance altitude (OCA) or obstacle clearance height (OCH). The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria.</p> <p><i>Note 1.— Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approach procedures to the aerodrome elevation or the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. An obstacle clearance height for a circling approach procedure is referenced to the aerodrome elevation.</i></p> <p><i>Note 2.— For convenience when both expressions are used they may be written in the form "obstacle clearance altitude/height" and abbreviated "OCA/H".</i></p>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference Definition	<p>Operating base. The location from which operational control is exercised.</p> <p><i>Note.— An operating base is normally the location where personnel involved in the operation of the aeroplane work and the records associated with the operation are located. An operating base has a degree of permanency beyond that of a regular point of call.</i></p>	CARs.	Less protective or partially implemented or not implemented	Not defined in CARs.	Common usage term.



Report on entire 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
Chapter 1 Reference Definition	Operational control. The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference Definition	Operational flight plan. The operator's plan for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned.	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	Operations manual. A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.	CAR Part 119.	Different in character or other means of compliance	Considered to be part of the Exposition required by CAR 119.81 or 119.125.	
Chapter 1 Reference Definition	Operator. The person, organization or enterprise engaged in or offering to engage in an aircraft operation. <i>Note.— In the context of Annex 6, Part II, the operator is not engaged in the transport of passengers, cargo or mail for remuneration or hire.</i>	CA Act 1990; CAR Part 1.	No Difference	See "operate".	



Report on entire 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
Chapter 1 Reference Definition	<p>Performance-based communication (PBC). Communication based on performance specifications applied to the provision of air traffic services.</p> <p><i>Note.— An RCP specification includes communication performance requirements that are allocated to system components in terms of the communication to be provided and associated transaction time, continuity, availability, integrity, safety and functionality needed for the proposed operation in the context of a particular airspace concept.</i></p>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	PBC is not yet applied in New Zealand.
Chapter 1 Reference Definition	<p>Performance-based navigation (PBN). Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.</p> <p><i>Note.— Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.</i></p>	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference Definition	<p>Performance-based surveillance (PBS). Surveillance based on performance specifications applied to the provision of air traffic services.</p> <p><i>Note.— An RSP specification includes surveillance performance requirements that are allocated to system components in terms of the surveillance to be provided and associated data delivery time, continuity, availability, integrity, accuracy of the surveillance data, safety and functionality needed for the proposed operation in the context of a particular airspace concept.</i></p>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	PBS is not yet applied in New Zealand.



Report on entire 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
Chapter 1 Reference Definition	Pilot-in-command. The pilot designated by the operator or the owner as being in command and charged with the safe conduct of a flight.	CA Act 1990; CAR Part 1.	Different in character or other means of compliance	Pilot-in-command, in relation to any aircraft, means the pilot responsible for the operation and safety of the aircraft.	
Chapter 1 Reference Definition	Point of no return. The last possible geographic point at which an aircraft can proceed to the destination aerodrome as well as to an available en-route alternate aerodrome for a given flight.	CAR Part I.	No Difference		
Chapter 1 Reference Definition	Psychoactive substances. Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.	CAR 67.3.	No Difference		
Chapter 1 Reference Definition	Repair. [†] The restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the issuance of the type certificate for the respective aircraft type, after it has been damaged or subjected to wear. ----- [†] Applicable until 4 November 2020.	CAR Part 1.	No Difference		



Report on entire 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
Chapter 1 Reference Definition	Repair. †† The restoration of an aircraft, engine, propeller or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements after it has been damaged or subjected to wear. ----- †† Applicable as of 5 November 2020.	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	Required communication performance (RCP) specification. A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based communication.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	PBC is not yet applied in New Zealand.
Chapter 1 Reference Definition	Required surveillance performance (RSP) specification. A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based surveillance.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	PBS is not yet applied in New Zealand.
Chapter 1 Reference Definition	Runway visual range (RVR). The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.	CAR Part 1.	No Difference		



Report on entire 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
Chapter 1 Reference Definition	Specific approval. An approval which is documented in the operations specifications for commercial air transport operations or in the list of specific approvals for general aviation operations. <i>Note.— The terms authorization, specific approval, approval and acceptance are further described in Attachment 3.D.</i>	CARs	No Difference	nil	nil
Chapter 1 Reference Definition	State of Registry. The State on whose register the aircraft is entered. <i>Note.— In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587).</i>	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	State of the Aerodrome. The State in whose territory the aerodrome is located.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	



Report on entire 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
Chapter 1 Reference Definition	<p>State of the principal location of a general aviation operator. The State in which the operator of a general aviation aircraft has its principal place of business or, if there is no such place of business, its permanent residence.</p> <p><i>Note.— Guidance concerning the options for the principal location of a general aviation operator is contained in the Manual on the Implementation of Article 83 bis of the Convention on International Civil Aviation (Doc 10059).</i></p>	CARs	No Difference	nil	nil
Chapter 1 Reference Definition	<p>Synthetic vision system (SVS). A system to display data-derived synthetic images of the external scene from the perspective of the flight deck.</p>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference Definition	<p>Target level of safety (TLS). A generic term representing the level of risk which is considered acceptable in particular circumstances.</p>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference Definition	<p>Total vertical error (TVE). The vertical geometric difference between the actual pressure altitude flown by an aircraft and its assigned pressure altitude (flight level).</p>	AC91-2, Reduced Vertical Separation Minimum (RVSM), 4) List of definitions.	No Difference		



Report on entire 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
<p>Chapter 1 Reference</p> <p>Definition</p>	<p><i>Visual meteorological conditions (VMC).</i> Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling,* equal to or better than specified minima.</p> <p><i>Note.— The specified minima are contained in Chapter 4 of Annex 2.</i></p> <p>-----</p> <p>* As defined in Annex 2.</p>	<p>CAR Part 1.</p>	<p>No Difference</p>		



Report on entire 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
Chapter 1 Reference 1.2 Standard	<p style="text-align: center;">CHAPTER 1.2 APPLICABILITY</p> <p>The Standards and Recommended Practices contained in Annex 6, Part II, shall be applicable to international general aviation operations with aeroplanes as described in Section 2 and Section 3.</p> <p><i>Note 1.— Standards and Recommended Practices applicable to the operation of aeroplanes by operators authorized to conduct international commercial air transport operations are to be found in Annex 6, Part I.</i></p> <p><i>Note 2.— Standards and Recommended Practices applicable to international commercial air transport operations or international general aviation operations with helicopters are to be found in Annex 6, Part III.</i></p> <p><i>Note 3.— Section 2 of Annex 6, Part II, applies to all international general aviation aeroplane operations, including those covered in Section 3. Section 3 adds additional requirements for large aeroplanes, turbojet aeroplanes and corporate aviation operations.</i></p>	CARs.	No Difference		



Report on entire 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
Chapter 2 Reference 2.1.1.1 Standard	<p style="text-align: center;">ANNEX 6 — PART II</p> <p style="text-align: center;">CHAPTER 2.1 GENERAL</p> <p><i>Note 1.— Although the Convention on International Civil Aviation allocates to the State of Registry certain functions which that State is entitled to discharge, or obligated to discharge, as the case may be, the Assembly recognized, in Resolution A23-13, that the State of Registry may be unable to fulfil its responsibilities adequately in instances where aircraft are leased, chartered or interchanged — in particular without crew — by the operator of another State and that the Convention may not adequately specify the rights and obligations of the State of the operator in such instances until such time as Article 83 bis of the Convention enters into force. Accordingly, the Council urged that if, in the above-mentioned instances, the State of Registry finds itself unable to discharge adequately the functions allocated to it by the Convention, it delegate to the State of the Operator, subject to acceptance by the latter State, those functions of the State of Registry that can more adequately be discharged by the State of the Operator. It was understood that pending entry into force of Article 83 bis of the Convention the foregoing action would only be a matter of practical convenience and would not affect either the provisions of the Chicago Convention prescribing the duties of the State of Registry or any third State. However, as Article 83 bis of the Convention entered into force on 20 June 1997, such transfer agreements will have effect in respect of Contracting States which have ratified the related Protocol (Doc 9318) upon fulfilment of the conditions</i></p>	CAR 91.753(2).	No Difference		



Report on entire 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
	<p><i>established in Article 83 bis.</i></p> <p><i>Note 2.— In the case of international operations effected jointly with aeroplanes not all of which are registered in the same Contracting State, nothing in this Part prevents the States concerned entering into an agreement for the joint exercise of the functions placed upon the State of Registry by the provisions of the relevant Annexes.</i></p> <p style="text-align: center;">SECTION 2</p> <p>2.1.1 Compliance with laws, regulations and procedures</p> <p style="text-align: center;">GENERAL AVIATION OPERATIONS</p> <p>2.1.1.1 The pilot-in-command shall comply with the laws, regulations and procedures of those States in which operations are conducted.</p>				



Report on entire 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
Chapter 2 Reference 2.1.1.2 Standard	<p>2.1.1.2 The pilot-in-command shall be familiar with the laws, regulations and procedures, pertinent to the performance of his or her duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. The pilot-in-command shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane.</p> <p><i>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.</i></p>	CAR 91.217, 91.753(2).	No Difference		
Chapter 2 Reference 2.1.1.3 Standard	<p>2.1.1.3 The pilot-in-command shall have responsibility for operational control.</p> <p><i>Note.— The rights and obligations of a State with respect to the operation of aeroplanes registered in that State are not affected by this provision.</i></p>	CA Act 1990 s13.	No Difference		
Chapter 2 Reference 2.1.1.4 Standard	<p>2.1.1.4 If an emergency situation which endangers the safety or security of the aeroplane or persons necessitates the taking of action which involves a violation of local regulations or procedures, the pilot-in-command shall notify the appropriate local authority without delay. If required by the State in which the incident occurs, the pilot-in-command shall submit a report on any such violation to the appropriate authority of such State; in that event, the pilot-in-command shall also submit a copy of it to the State of Registry of the aeroplane. Such reports shall be submitted as soon as possible and normally within ten days.</p>	CA Act 1990 s13A.	No Difference		



Report on entire 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
Chapter 2 Reference 2.1.1.5 Recommendation	2.1.1.5 Recommendation. — <i>The pilot-in-command should have available on board the aeroplane the essential information concerning the search and rescue services in the area over which the aeroplane will be flown.</i>	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 2 Reference 2.1.1.6 Standard	2.1.1.6 The pilot-in-command shall ensure that flight crew members demonstrate the ability to speak and understand the language used for aeronautical radiotelephony communications as specified in Annex 1.	CAR 61.11.	No Difference		Proficiency in English required for the issue of a New Zealand flight crew licence.
Chapter 2 Reference 2.1.4 Standard	2.1.4 Specific approvals The pilot-in-command shall not conduct operations for which a specific approval is required unless such approval has been issued by the State of Registry. Specific approvals shall follow the layout and contain at least the information listed in Appendix 2.4.	CARs.	Less protective or partially implemented or not implemented	Not specifically provided for.	



Report on entire 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
Chapter 2 Reference 2.2.1 Standard	<p style="text-align: center;">CHAPTER 2.2 FLIGHT OPERATIONS</p> <p style="text-align: center;">2.2.1 Operating facilities</p> <p>The pilot-in-command shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities including communication facilities and navigation aids available and directly required on such flight, for the safe operation of the aeroplane, are adequate for the type of operation under which the flight is to be conducted.</p> <p><i>Note.— “Reasonable means” in this Standard is intended to denote the use, at the point of departure, of information available to the pilot-in-command either through official information published by the aeronautical information services or readily obtainable from other sources.</i></p>	CAR 91.217.	No Difference		



Report on entire 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
Chapter 2 Reference 2.2.2.1 Standard	<p style="text-align: center;">2.2.2 Operational management</p> <p style="text-align: center;">2.2.2.1 Operating instructions — general</p> <p>An aeroplane shall not be taxied on the movement area of an aerodrome unless the person at the controls is an appropriately qualified pilot or:</p> <ul style="list-style-type: none"> a) has been duly authorized by the owner or in the case where it is leased the lessee, or a designated agent; b) is fully competent to taxi the aeroplane; c) is qualified to use the radio if radio communications are required; and d) has received instruction from a competent person in respect of aerodrome layout, and where appropriate, information on routes, signs, marking, lights, ATC signals and instructions, phraseology and procedures, and is able to conform to the operational standards required for safe aeroplane movement at the aerodrome. 	CAR 91.119.	No Difference		



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



Report on entire 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
<p>Chapter 2 Reference 2.2.2.1.1 Standard</p>	<p>2.2.2.1.1 The State of Registry shall authorize operational credit(s) for operations with aeroplanes equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS. 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.</p> <p><i>Note 1.— Operational credit includes:</i></p> <p><i>a) for the purposes of an approach ban (2.2.4.1.2), a minima below the aerodrome operating minima;</i></p> <p><i>b) reducing or satisfying the visibility requirements; or</i></p> <p><i>c) requiring fewer ground facilities as compensated for by airborne capabilities.</i></p> <p><i>Note 2.— Guidance on operational credit for aircraft equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS and CVS is contained in Attachment 2.B and in the Manual of All-Weather Operations (Doc 9365).</i></p> <p><i>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).</i></p>	<p>CARs.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Not yet implemented.</p>	



Report on entire 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
<p>Chapter 2 Reference 2.2.2.2.2</p> <p>Standard</p>	<p>2.2.2.2.2 Instrument approach operations shall be classified based on the designed lowest operating minima below which an approach operation shall only be continued with the required visual reference as follows:</p> <p>a) Type A: a minimum descent height or decision height at or above 75 m (250 ft); and</p> <p>b) Type B: a decision height below 75 m (250 ft). Type B instrument approach operations are categorized as:</p> <p>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;</p> <p>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;</p> <p>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;</p> <p><i>Note 1.— Where decision height (DH) and runway visual range (RVR) fall into different categories of operation, the instrument approach operation would be conducted in accordance with the requirements of the most demanding category (e.g. an operation with a DH in the range of CAT III but with an RVR in the range of CAT III would be considered a CAT III operation or an operation with a DH in the range of CAT II but with an RVR in the range of CAT I would be considered a CAT II operation). This does not apply if the RVR and/or DH has been approved as operational credits.</i></p> <p><i>Note 2.— The required visual reference means that</i></p>	<p>CARs, Part 1.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>The rule definition does not include Types A and B classification.</p>	<p>Categories II to IIIC are defined in Part , however.</p>



Report on entire 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
	<p><i>section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach operation, the required visual reference is the runway environment.</i></p> <p><i>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).</i></p>				
<p>Chapter 2 Reference 2.2.2.2.3</p> <p>Standard</p>	<p>2.2.2.2.3 The operating minima for 2D instrument approach operations using instrument approach procedures shall be determined by establishing a minimum descent altitude (MDA) or minimum descent height (MDH), minimum visibility and, if necessary, cloud conditions.</p> <p><i>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.</i></p>	<p>CARs, Part 1.</p>	<p>Different in character or other means of compliance</p>	<p>MDA/MDA are defined for non-precision approaches; the term 2D is not used in the definitions, although it is defined separately.</p>	<p>Note: cloud conditions are not specified in any approach minima for NZ aerodromes.</p>
<p>Chapter 2 Reference 2.2.2.2.4</p> <p>Standard</p>	<p>2.2.2.2.4 The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing a decision altitude (DA) or decision height (DH) and the minimum visibility or RVR.</p>	<p>CAR Part 1.</p>	<p>Different in character or other means of compliance</p>	<p>The DA/DH definition does not include the term 3D but refers instead to precision approach; 3D, however, is defined separately.</p>	
<p>Chapter 2 Reference 2.2.2.2.5</p> <p>Standard</p>	<p>2.2.2.2.5 The State of Registry shall issue a specific approval for instrument approach operations in low visibility which shall only be conducted when RVR information is provided.</p> <p><i>Note.— Guidance on low visibility operations is contained in the Manual of All-Weather Operations (Doc 9365).</i></p>	<p>CARs</p>	<p>No Difference</p>	<p>nil</p>	<p>nil</p>



Report on entire 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
Chapter 2 Reference 2.2.2.2.6 Standard	<p>2.2.2.2.6 For take-off in low visibility, the State of Registry shall issue a specific approval for the minimum take-off RVR.</p> <p><i>Note.— In general, visibility for take-off is defined in terms of RVR. An equivalent horizontal visibility may also be used.</i></p>	CARs	No Difference	nil	nil
Chapter 2 Reference 2.2.2.3.1 Standard	<p>2.2.2.3 Passengers</p> <p>2.2.2.3.1 The pilot-in-command shall ensure that passengers are made familiar with the location and use of:</p> <ul style="list-style-type: none"> a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment if the use of oxygen is anticipated; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards. 	CAR 91.211.	No Difference		
Chapter 2 Reference 2.2.2.3.2 Standard	<p>2.2.2.3.2 The pilot-in-command shall ensure that all persons on board are aware of the location and general manner of use of the principal emergency equipment carried for collective use.</p>	CAR 91.211.	No Difference		



Report on entire 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
Chapter 2 Reference 2.2.2.3.3 Standard	2.2.2.3.3 In an emergency during flight, the pilot-in-command shall ensure that passengers are instructed in such emergency action as may be appropriate to the circumstances.	CAR 91.211.	No Difference		
Chapter 2 Reference 2.2.2.3.4 Standard	2.2.2.3.4 The pilot-in-command shall ensure that, during take-off and landing and whenever considered necessary by reason of turbulence or any emergency occurring during flight, all passengers on board an aeroplane shall be secured in their seats by means of the seat belts or harnesses provided.	CAR 91.207.	No Difference		



Report on entire 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
Chapter 2 Reference 2.2.3.1 Standard	<p style="text-align: center;">2.2.3 Flight preparation</p> <p>2.2.3.1 A flight shall not be commenced until the pilot-in-command is satisfied that:</p> <ul style="list-style-type: none"> a) the aeroplane is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the aeroplane; b) the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions; c) any necessary maintenance has been performed in accordance with Chapter 2.6; d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured; and f) the aeroplane operating limitations, contained in the flight manual, or its equivalent, will not be exceeded. 	CAR 91.201.	No Difference		
Chapter 2 Reference 2.2.3.2 Recommendation	<p>2.2.3.2 Recommendation.— <i>The pilot-in-command should have sufficient information on climb performance with all engines operating to enable determination of the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique.</i></p>	CAR 91.109.	No Difference		



Report on entire 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
Chapter 2 Reference 2.2.3.3 Standard	<p style="text-align: center;">2.2.3.3 Flight planning</p> <p>Before commencing a flight the pilot-in-command shall be familiar with all available meteorological information appropriate to the intended flight. Preparation for a flight away from the vicinity of the place of departure, and for every flight under the instrument flight rules, shall include:</p> <ul style="list-style-type: none"> a) a study of available current weather reports and forecasts; and b) the planning of an alternative course of action to provide for the eventuality that the flight cannot be completed as planned, because of weather conditions. <p><i>Note 1.— It is the practice in some States to declare, for flight planning purposes, higher minima for an aerodrome when nominated as an alternate, than for the same aerodrome when planned as that of intended landing.</i></p> <p><i>Note 2.— The requirements for flight plans are contained in Annex 2 — Rules of the Air and Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).</i></p>	CAR 91.217, 91.405.	No Difference		
Chapter 2 Reference 2.2.3.4.1 Standard	<p style="text-align: center;">2.2.3.4 Meteorological conditions</p> <p>2.2.3.4.1 A flight to be conducted in accordance with VFR shall not be commenced unless current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions along the route or that part of the route to be flown under VFR will, at the appropriate time, be such as to enable compliance with these rules.</p>	CAR 91.301.	No Difference		



Report on entire 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
Chapter 2 Reference 2.2.3.4.2 Standard	<p>2.2.3.4.2 A flight to be conducted in accordance with the instrument flight rules shall not:</p> <p>a) take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the aerodrome operating minima for that operation; and</p> <p>b) take off or continue beyond the point of in-flight re-planning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 2.2.3.5, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the estimated time of use, at or above the aerodrome operating minima for that operation.</p>	a) CAR 91.413; b) CAR 91.405(b).	Less protective or partially implemented or not implemented	CAR 91.405(b) does not cover the in-flight re-planning case.	
Chapter 2 Reference 2.2.3.4.3 Standard	<p>2.2.3.4.3 The State of Registry shall establish criteria to be used for the estimated time of use of an aerodrome including a margin of time.</p> <p><i>Note.— A widely accepted time margin for “estimated time of use” is one hour before and after the earliest and latest time of arrival. Additional considerations can be found in the Flight Planning and Fuel Management (FPPM) Manual (Doc 9976).</i></p>	CAR 91.405(a)(2).	No Difference		Note: Plus or minus one hour.
Chapter 2 Reference 2.2.3.4.4 Standard	<p>2.2.3.4.4 A flight to be operated in known or expected icing conditions shall not be commenced unless the aeroplane is certificated and equipped to cope with such conditions.</p>	CAR 91.421(a)(2).	No Difference		



Report on entire 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
Chapter 2 Reference 2.2.3.4.5 Standard	<p>2.2.3.4.5 A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the aeroplane is kept in an airworthy condition prior to take-off.</p> <p><i>Note.— Guidance material is given in the Manual of Aircraft Ground De-icing/Anti-icing Operations (Doc 9640).</i></p>	CARs 91.315, 91.421(a)(1).	No Difference		



Report on entire 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
<p>Chapter 2 Reference 2.2.3.5 Standard</p>	<p>2.2.3.5 Alternate aerodromes</p> <p><i>Destination alternate aerodromes</i></p> <p>For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the flight plans, unless:</p> <p>a) the duration of the flight from the departure aerodrome, or from the point of in-flight re-planning, to the destination aerodrome is such that, taking into account all meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that:</p> <p>1) the approach and landing may be made under visual meteorological conditions; and</p> <p>2) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure; or</p> <p>b) the aerodrome of intended landing is isolated and:</p> <p>1) a standard instrument approach procedure is prescribed for the aerodrome of intended landing;</p> <p>2) a point of no return has been determined; and</p> <p>3) a flight shall not be continued past the point of no return unless available current meteorological information indicates that the following meteorological conditions will exist at the estimated time of use:</p>	<p>CAR 91.405.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>The rule does not provide for the isolated aerodrome situation in b).</p>	<p>The "reasonable period" is specified as one hour in the rule.</p>



Report on entire 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
	<p>i) a cloud base of at least 300 m (1 000 ft) above the minimum associated with the instrument approach procedure; and</p> <p>ii) visibility of at least 5.5 km (3 NM) or of 4 km (2 NM) more than the minimum associated with the instrument approach procedure.</p> <p><i>Note.— Separate runways are two or more runways at the same aerodrome configured such that if one runway is closed, operations to the other runway(s) can be conducted.</i></p>				



Report on entire 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
Chapter 2 Reference 2.2.3.6.1 Standard	<p>2.2.3.6 Fuel and oil requirements</p> <p>2.2.3.6.1 A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil to ensure that it can safely complete the flight. The amount of fuel to be carried must permit:</p> <ul style="list-style-type: none"> a) when the flight is conducted in accordance with the instrument flight rules and a destination alternate aerodrome is not required in accordance with 2.2.3.5, or when the flight is to an isolated aerodrome, flight to the aerodrome of intended landing, and after that, have a final reserve fuel for at least 45 minutes at normal cruising altitude; or b) when the flight is conducted in accordance with the instrument flight rules and a destination alternate aerodrome is required, flight to the aerodrome of intended landing, then to an alternate aerodrome, and after that, have a final reserve fuel for at least 45 minutes at normal cruising altitude; or c) when the flight is conducted in accordance with day VFR, flight to the aerodrome of intended landing, and after that, have a final reserve fuel for at least 30 minutes at normal cruising altitude; or d) when the flight is conducted in accordance with night VFR, flight to the aerodrome of intended landing and thereafter have a final reserve fuel for at least 45 minutes at normal cruising altitude. <p><i>Note 1.— Nothing in 2.2.3.6 precludes amendment of a flight plan in flight in order to replan the flight to another aerodrome, provided that the requirements of 2.2.3.6 can be complied with from the point where the flight is replanned.</i></p>	Items a) and b): CAR 91.403; item b) CAR 91.305.	No Difference		



Report on entire 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
	<p><i>Note 2.— Guidance on planning operations to isolated aerodromes is contained in the Flight Planning and Fuel Management (FPFM) Manual (Doc 9976).</i></p>				
<p>Chapter 2 Reference 2.2.3.6.2 Standard</p>	<p>2.2.3.6.2 The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a re-analysis and, if applicable, adjustment of the planned operation.</p>	<p>CAR 121.75(d).</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Rule applies only to large aircraft (Section 3 of this Annex).</p>	
<p>Chapter 2 Reference 2.2.3.7.1 Recommendation</p>	<p>2.2.3.7 Refuelling with passengers on board</p> <p>2.2.3.7.1 Recommendation.— <i>An aeroplane should not be refuelled when passengers are embarking, on board or disembarking unless it is attended by the pilot-in-command or other qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.</i></p>	<p>CAR 91.15.</p>	<p>More Exacting or Exceeds</p>	<p>Not permitted for Part 91 operations.</p>	



Report on entire 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
<p>Chapter 2 Reference 2.2.3.7.2</p> <p>Recommendation</p>	<p>2.2.3.7.2 Recommendation.— <i>When refuelling with passengers embarking, on board or disembarking, two-way communications should be maintained by the aeroplane's intercommunication system or other suitable means between the ground crew supervising the refuelling and the pilot-in-command or other qualified personnel required by 2.2.3.7.1.</i></p> <p><i>Note 1.— The provisions of 2.2.3.7.1 do not necessarily require the deployment of integral aeroplane stairs or the opening of emergency exits as a prerequisite to refuelling.</i></p> <p><i>Note 2.— Provisions concerning aircraft refuelling are contained in Annex 14, Volume I, and guidance on safe refuelling practices is contained in the Airport Services Manual (Doc 9137), Parts 1 and 8.</i></p> <p><i>Note 3.— Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.</i></p>	<p>CAR 91.15.</p>	<p>More Exacting or Exceeds</p>	<p>Not permitted for Part 91 operations.</p>	



Report on entire 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
Chapter 2 Reference 2.2.3.8 Standard	<p style="text-align: center;">2.2.3.8 Oxygen supply</p> <p>The pilot-in-command shall ensure that breathing oxygen is available to crew members and passengers in sufficient quantities for all flights at such altitudes where a lack of oxygen might result in impairment of the faculties of crew members or harmfully affect passengers.</p> <p><i>Note 1.— Guidance on the carriage and use of oxygen is given in Attachment 2.A.</i></p> <p><i>Note 2.— Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure used in the text of Attachment 2.A are as follows:</i></p>	CAR 91.209.	No Difference		
Chapter 2 Reference 2.2.4.1.1 Standard	<p style="text-align: center;">2.2.4 In-flight procedures</p> <p style="text-align: center;">2.2.4.1 Aerodrome operating minima</p> <p>2.2.4.1.1 A flight shall not be continued towards the aerodrome of intended landing, unless the latest available information indicates that at the expected time of arrival, a landing can be effected at that aerodrome or at least one destination alternate aerodrome, in compliance with the operating minima established in accordance with 2.2.2.2.</p>	CAR 91.405, 91.413.	Less protective or partially implemented or not implemented	Rules do not specifically preclude this.	



Report on entire 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
Chapter 2 Reference 2.2.4.1.2 Standard	<p>2.2.4.1.2 An instrument approach shall not be continued below 300 m (1 000 ft) above the aerodrome elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the aerodrome operating minima.</p> <p><i>Note.— Criteria for the final approach segment is contained in PANS-OPS (Doc 8168), Volume II.</i></p>	CAR 91.413.	Less protective or partially implemented or not implemented	Rule does not specify the 1000-foot limit.	
Chapter 2 Reference 2.2.4.1.3 Standard	<p>2.2.4.1.3 If, after entering the final approach segment or after descending below 300 m (1 000 ft) above the aerodrome elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, an aeroplane shall not continue its approach-to-land beyond a point at which the limits of the aerodrome operating minima would be infringed.</p> <p><i>Note.— Controlling RVR means the reported values of one or more RVR reporting locations (touchdown, midpoint and stop-end) used to determine whether operating minima are or are not met. Where RVR is used, the controlling RVR is the touchdown RVR, unless otherwise specified by State criteria.</i></p>	CAR 91.413.	Different in character or other means of compliance	Rule does not specify the 1000-foot requirement.	
Chapter 2 Reference 2.2.4.2.1 Recommendation	<p>2.2.4.2 Weather reporting by pilots (Applicable until 3 November 2021)</p> <p>Recommendation.— <i>When weather conditions likely to affect the safety of other aircraft are encountered, they should be reported as soon as possible.</i></p> <p><i>Note.— The procedures for making meteorological observations on board aircraft in flight and for recording and reporting them are contained in Annex 3, the PANS-ATM (Doc 4444) and the appropriate Regional Supplementary Procedures (Doc 7030).</i></p>	AIPNZ GEN 3.5, 6.1 AIREP Special.	No Difference		



Report on entire 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
<p>Chapter 2 Reference 2.2.4.2.1</p> <p>Recommendation</p>	<p>2.2.4.2 Meteorological and operational observations by pilots (Applicable as of 4 November 2021)</p> <p>2.2.4.2.1 Recommendation.— <i>When meteorological conditions likely to affect the safety of other aircraft are encountered, they should be reported as soon as possible.</i></p> <p><i>Note.</i>— <i>The procedures for making meteorological observations on board aircraft in flight and for recording and reporting them are contained in Annex 3, the PANS-ATM (Doc 4444) and the appropriate Regional Supplementary Procedures (Doc 7030).</i></p>	<p>AIPNZ GEN 3.5, 6.2 AIREP Special.</p>	<p>No Difference</p>		
<p>Chapter 2 Reference 2.2.4.2.2</p> <p>Recommendation</p>	<p>2.2.4.2.2 Recommendation.— <i>The pilot-in-command should report runway braking action when the runway braking action encountered is not as good as reported.</i></p> <p><i>Note.</i>— <i>The procedures for making special air-reports regarding runway braking action are contained in the PANS-ATM (Doc 4444), Chapter 4, and Appendix 1.</i></p>		<p>Not Applicable</p>		<p>Applicable from 5 Nov 20. Under consideration for implementation by the due date.</p>
<p>Chapter 2 Reference 2.2.4.3.1</p> <p>Recommendation</p>	<p>2.2.4.3 Hazardous flight conditions</p> <p>Recommendation.— <i>Hazardous flight conditions encountered, other than those associated with meteorological conditions, should be reported to the appropriate aeronautical station as soon as possible. The reports so rendered should give such details as may be pertinent to the safety of other aircraft.</i></p>	<p>AIPNZ GEN 3.5, 6.2 AIREP Special.</p>	<p>No Difference</p>		<p>The reference includes volcanic activity, which is further detailed at 6.3.7 and 6.3.8.</p>



Report on entire 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
Chapter 2 Reference 2.2.4.4.1 Standard	2.2.4.4 Flight crew members at duty stations 2.2.4.4.1 <i>Take-off and landing.</i> All flight crew members required to be on flight deck duty shall be at their stations. ----- In 2021, paragraph 2.2.4.4 will be renumbered as 2.2.4.5.	CAR 91.205.	No Difference		
Chapter 2 Reference 2.2.4.4.2 Standard	2.2.4.4.2 <i>En route.</i> 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 aeroplane or for physiological needs.	CAR 91.205.	No Difference		
Chapter 2 Reference 2.2.4.4.3 Standard	2.2.4.4.3 <i>Seat belts.</i> All flight crew members shall keep their seat belts fastened when at their stations.	CAR 91.205(a)(2).	No Difference		
Chapter 2 Reference 2.2.4.4.4 Standard	2.2.4.4.4 <i>Safety harness.</i> When safety harnesses are provided, any flight crew member occupying a pilot's seat shall keep the safety harness fastened during the take-off and landing phases; all other flight crew members shall keep their safety harnesses fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt must remain fastened. <i>Note.— Safety harness includes shoulder strap(s) and a seat belt which may be used independently.</i>	CAR 91.205(b).	No Difference		



Report on entire 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
<p>Chapter 2 Reference 2.2.4.4.1</p> <p>Recommendation</p>	<p>2.2.4.4 Aeroplane operating procedures for landing performance (As of 4 November 2021)</p> <p>Recommendation.— <i>An approach to land should not be continued below 300 m (1 000 ft) above aerodrome elevation unless the pilot-in-command is satisfied that, with the runway surface condition information available, the aeroplane performance information indicates that a safe landing can be made.</i></p> <p><i>Note 1.</i>— <i>The procedures for using runway surface condition information on board aircraft are contained in the PANS-Aerodromes (Doc 9981) and in the performance section of the aeroplane flight manual; and for aeroplanes certificated in accordance with Annex 8, Part IIIB, in the Aeroplane Performance Manual (Doc 10064).</i></p> <p><i>Note 2.</i>— <i>Guidance on development of aeroplane performance information for aeroplanes certificated in accordance with Annex 8, Part IIIB is contained in the Aeroplane Performance Manual (Doc 10064).</i></p>		Not Applicable		Applicable 5 Nov 20. Under consideration for implementation by the due date.
<p>Chapter 2 Reference 2.2.4.5</p> <p>Standard</p>	<p>2.2.4.5 Use of oxygen</p> <p>All flight crew members, when engaged in performing duties essential to the safe operation of an aeroplane in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been prescribed in 2.2.3.8.</p>	CAR 91.209.	No Difference		



Report on entire 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
<p>Chapter 2 Reference 2.2.4.6.1</p> <p>Recommendation</p>	<p>2.2.4.6 Safeguarding of cabin crew and passengers in pressurized aeroplanes in the event of loss of pressurization*</p> <p>Recommendation.— <i>Cabin crew should be safeguarded so as to ensure reasonable probability of their retaining consciousness during any emergency descent which may be necessary in the event of loss of pressurization and, in addition, they should have such means of protection as will enable them to administer first aid to passengers during stabilized flight following the emergency. Passengers should be safeguarded by such devices or operational procedures as will ensure reasonable probability of their surviving the effects of hypoxia in the event of loss of pressurization.</i></p> <p><i>Note.</i>— <i>It is not envisaged that cabin crew will always be able to provide assistance to passengers during emergency descent procedures which may be required in the event of loss of pressurization.</i></p> <p>-----</p> <p>In 2021, paragraphs 2.2.4.5 to 2.2.4.8 will be renumbered as 2.2.4.6 to 2.2.4.9.</p>	<p>CAR 91.209(b).</p>	<p>No Difference</p>		
<p>Chapter 2 Reference 2.2.4.7.1</p> <p>Standard</p>	<p>2.2.4.7 In-flight fuel management*</p> <p>2.2.4.7.1 The pilot-in-command shall monitor the amount of usable fuel remaining on board to ensure it is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining.</p> <p>-----</p> <p>In 2021, paragraphs 2.2.4.5 to 2.2.4.8 will be renumbered as 2.2.4.6 to 2.2.4.9.</p>	<p>CAR 91.403(2).</p>	<p>No Difference</p>		



Report on entire 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
Chapter 2 Reference 2.2.4.7.2 Standard	<p>2.2.4.7.2 The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome, or other air traffic delays, may result in landing with less than the planned final reserve fuel.</p> <p><i>Note.— The declaration of MINIMUM FUEL informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance, or air traffic delays, may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.</i></p>	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	
Chapter 2 Reference 2.2.4.7.3 Standard	<p>2.2.4.7.3 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the calculated usable fuel estimated to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.</p> <p><i>Note 1.— The planned final reserve fuel refers to the value calculated in 2.2.3.6 and is the minimum amount of fuel required upon landing at any aerodrome.</i></p> <p><i>Note 2.— The words “MAYDAY FUEL” describe the nature of the distress conditions as required in Annex 10, Volume II, 5.3.2.1.1, b) 3).</i></p>	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	



Report on entire 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
Chapter 2 Reference 2.2.4.8.1 Standard	<p>2.2.4.8 Instrument approach procedures *</p> <p>2.2.4.8.1 One or more instrument approach procedures designed to support instrument approach operations shall be approved and promulgated by the State in which the aerodrome is located to serve each instrument runway or aerodrome utilized for instrument flight operations.</p> <p>-----</p> <p>In 2021, paragraphs 2.2.4.5 to 2.2.4.8 will be renumbered as 2.2.4.6 to 2.2.4.9.</p>	CAR Part 1; CAR Part 95.	No Difference		See the Part 1 definition of instrument runway - such a runway requires an associated approach before it fits the definition. Part 95 provides for the approval and promulgation of the procedures, but does not require them.
Chapter 2 Reference 2.2.4.8.2 Standard	<p>2.2.4.8.2 Aeroplanes operated in accordance with the instrument flight rules shall comply with the instrument approach procedures approved by the State in which the aerodrome is located.</p> <p><i>Note 1.— See 2.2.2.2.1 for instrument approach operation classifications.</i></p> <p><i>Note 2.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS, Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS, 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 (see 2.1.1.1).</i></p>	CAR Part 91 Subpart E.	No Difference		See also CA Act 1990 s4(1).
Chapter 2 Reference 2.2.5.1 Standard	<p>2.2.5 Duties of pilot-in-command</p> <p>2.2.5.1 The pilot-in-command shall be responsible for the operation, safety and security of the aeroplane and the safety of all crew members, passengers and cargo on board.</p>	CA Act 1990 s13; CAR 91.201, 91.203.	No Difference		



Report on entire 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
Chapter 2 Reference 2.2.5.2 Standard	<p>2.2.5.2 The pilot-in-command shall be responsible for ensuring that a flight:</p> <p>a) will not be commenced if any flight crew member is incapacitated from performing duties by any cause such as injury, sickness, fatigue, the effects of any psychoactive substance; and</p> <p>b) will not be continued beyond the nearest suitable aerodrome when flight crew members' capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness or lack of oxygen.</p>	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 2.2.5.3 Standard	<p>2.2.5.3 The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the aeroplane, resulting in serious injury or death of any person or substantial damage to the aeroplane or property.</p> <p><i>Note.— A definition of the term "serious injury" is contained in Annex 13.</i></p>	CA Act 1990 s26; CAR 12.51.	No Difference		
Chapter 2 Reference 2.2.6 Standard	<p>2.2.6 Cabin baggage (take-off and landing)</p> <p>The pilot-in-command shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is securely stowed.</p>	CAR 91.213.	No Difference		



Report on entire 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
Chapter 2 Reference 2.3.1.1 Standard	<p style="text-align: center;">CHAPTER 2.3 AEROPLANE PERFORMANCE OPERATING LIMITATIONS</p> <p style="text-align: center;">2.3.1 General</p> <p>2.3.1.1 An aeroplane shall be operated:</p> <ul style="list-style-type: none"> a) in compliance with the terms of its airworthiness certificate or equivalent approved document; b) within the operating limitations prescribed by the certifying authority of the State of Registry; and c) if applicable, within the mass limitations imposed by compliance with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated. 	CAR 91.101.	No Difference		
Chapter 2 Reference 2.3.1.2 Standard	<p>2.3.1.2 Placards, listings, instrument markings, or combinations thereof, containing those operating limitations prescribed by the certifying authority of the State of Registry for visual presentation, shall be displayed in the aeroplane.</p>	CAR 91.101.	No Difference		



Report on entire 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
Chapter 2 Reference 2.3.1.3 Standard	2.3.1.3 The pilot-in-command shall determine that aeroplane performance will permit the take-off and departure to be carried out safely.	CAR 91.217(7) & (8).	No Difference		
Chapter 2 Reference 2.4.1 Standard	<p style="text-align: center;">CHAPTER 2.4 AEROPLANE INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS</p> <p style="text-align: center;"><i>Note.— Specifications for the provision of aeroplane communication and navigation equipment are contained in Chapter 2.5.</i></p> <p style="text-align: center;">2.4.1 General</p> <p>In addition to the minimum equipment necessary for the issuance of a certificate of airworthiness, the instruments, equipment and flight documents prescribed in the following paragraphs shall be installed or carried, as appropriate, in aeroplanes according to the aeroplane used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be acceptable to the State of Registry.</p>	CAR Part 91 Subpart F, Part 91 Appendix A; CAR 91.111, 91.221.	No Difference		



Report on entire 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
Chapter 2 Reference 2.4.2.1 Standard	<p style="text-align: center;">2.4.2 Aeroplanes on all flights</p> <p>2.4.2.1 An aeroplane shall be equipped with instruments which will enable the flight crew to control the flight path of the aeroplane, carry out any required procedural manoeuvres and observe the operating limitations of the aeroplane in the expected operating conditions.</p>	CAR Part 91 Subpart F.	No Difference		



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



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



Report on entire 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
Chapter 2 Reference 2.4.2.3 Standard	<p>2.4.2.3 Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2011 and any extinguishing agent used in a portable fire extinguisher in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall:</p> <p>a) meet the applicable minimum performance requirements of the State of Registry; and</p> <p>b) not be of a type listed in the 1987 <i>Montreal Protocol on Substances that Deplete the Ozone Layer</i> as it appears in the Eighth Edition of the <i>Handbook for the Montreal Protocol on Substances that Deplete the Ozone Layer</i>, Annex A, Group II.</p> <p><i>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.</i></p>	CAR Part 91 Appendix A, A.13.	Less protective or partially implemented or not implemented	Halons 1211 and 1301 are still permitted pending identification of an acceptable replacement.	
Chapter 2 Reference 2.4.2.4 Recommendation	<p>2.4.2.4 Recommendation.— <i>Aeroplanes on all flights should be equipped with the ground-air signal codes for search and rescue purposes.</i></p>	CAR 91.221.	Less protective or partially implemented or not implemented	Not specified.	



Report on entire 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
Chapter 2 Reference 2.4.2.5 Recommendation	<p>2.4.2.5 Recommendation.— <i>Aeroplanes on all flights should be equipped with a safety harness for each flight crew member seat.</i></p> <p><i>Note.</i>— <i>Safety harness includes shoulder strap(s) and a seat belt which may be used independently.</i></p>	CAR 91.505.	Less protective or partially implemented or not implemented	Required for aeroplanes having a certificated seating capacity of 10 passenger seats or more.	
Chapter 2 Reference 2.4.2.6.1 Standard	<p>2.4.2.6 Marking of break-in points</p> <p>2.4.2.6.1 If areas of the fuselage suitable for break-in by rescue crews in emergency are marked on an aeroplane such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background.</p>		Not Applicable		
Chapter 2 Reference 2.4.2.6.2 Standard	<p>2.4.2.6.2 If the corner markings are more than 2 m apart, intermediate lines 9 cm × 3 cm shall be inserted so that there is no more than 2 m between adjacent markings.</p> <p><i>Note.</i>— <i>This Standard does not require any aeroplane to have break-in areas.</i></p> <p>MARKING OF BREAK-IN POINTS (see 2.4.2.6)</p>		Not Applicable		



Report on entire 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
Chapter 2 Reference 2.4.3.1 Standard	<p>2.4.3 All aeroplanes operated as VFR flights</p> <p>2.4.3.1 All aeroplanes when operated as VFR flights shall be:</p> <p>a) equipped with a means of measuring and displaying:</p> <p>1) magnetic heading;</p> <p>2) barometric altitude;</p> <p>3) indicated airspeed;</p> <p>b) equipped with, or shall carry, a means of measuring and displaying time in hours, minutes and seconds; and</p> <p>c) equipped with such additional equipment as may be prescribed by the appropriate authority.</p>	CAR 91.509; b) CAR 91.517(6).	No Difference		Note: rule 91.517 applies to IFR aircraft - any international GA operation would be conducted under IFR.
Chapter 2 Reference 2.4.3.2 Recommendation	<p>2.4.3.2 Recommendation.— <i>VFR flights which are operated as controlled flights should be equipped in accordance with 2.4.7.</i></p>	CAR 91.509.	Less protective or partially implemented or not implemented	Not implemented.	



Report on entire 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
Chapter 2 Reference 2.4.4.1 Standard	<p style="text-align: center;">2.4.4 Aeroplanes on flights over water</p> <p style="text-align: center;">2.4.4.1 Seaplanes</p> <p>Seaplanes for all flights shall be equipped with:</p> <ul style="list-style-type: none"> a) one life jacket, or equivalent individual floatation device, for each person on board, stowed in a position readily accessible from the seat or berth; b) equipment for making the sound signals prescribed in the <i>International Regulations for Preventing Collisions at Sea</i>, where applicable; c) one anchor; and d) one sea anchor (drogue), when necessary to assist in manoeuvring. <p><i>Note.— “Seaplanes” includes amphibians operated as seaplanes.</i></p>	CAR 91.527.	Less protective or partially implemented or not implemented	Items b) and c) not specified; d) requirement limited to aircraft over 5700 kg MCTOW.]	
Chapter 2 Reference 2.4.4.2 Standard	<p style="text-align: center;">2.4.4.2 Landplanes</p> <p><i>Single-engined landplanes</i></p>		Not Applicable		Heading only - compliance statement not applicable.



Report on entire 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
<p>Chapter 2 Reference 2.4.4.2.1</p> <p>Recommendation</p>	<p>Recommendation.— <i>All single-engined landplanes:</i></p> <p>a) <i>when flying en route over water beyond gliding distance from the shore; or</i></p> <p>b) <i>when taking off or landing at an aerodrome where, in the opinion of the pilot-in-command, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching;</i></p> <p><i>should carry one life jacket or equivalent individual floatation 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.</i></p> <p><i>Note.</i>— “Landplanes” includes amphibians operated as landplanes.</p>	<p>CAR 91.525(a)(1 and 2) covers both contingencies.</p>	<p>No Difference</p>		
<p>Chapter 2 Reference 2.4.4.3.1</p> <p>Standard</p>	<p>2.4.4.3 Aeroplanes on extended flights over water</p> <p>2.4.4.3.1 All aeroplanes operated on extended flights over water shall be equipped with, at a minimum, one life jacket or equivalent individual floatation 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.</p>	<p>CAR 91.525(b) and (c).</p>	<p>No Difference</p>		



Report on entire 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
Chapter 2 Reference 2.4.4.3.2 Standard	<p>2.4.4.3.2 The pilot-in-command of an aeroplane operated on an extended flight over water shall determine the risks to survival of the occupants of the aeroplane in the event of a ditching. The pilot-in-command shall take into account the operating environment and conditions such as, but not limited to, sea state and sea and air temperatures, the distance from land suitable for making an emergency landing, and the availability of search and rescue facilities. Based upon the assessment of these risks, the pilot-in-command shall, in addition to the equipment required in 2.4.4.3.1, ensure that the aeroplane is equipped with:</p> <ul style="list-style-type: none"> a) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and b) equipment for making the distress signals described in Annex 2. 	CAR 91.525.	No Difference		
Chapter 2 Reference 2.4.5 Standard	<p>2.4.5 Aeroplanes on flights over designated land areas</p> <p>Aeroplanes, when operated across land areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, shall be equipped with such signalling devices and life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.</p>		Not Applicable		No designated areas.



Report on entire 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
Chapter 2 Reference 2.4.6.1 Standard	<p>2.4.6 Aeroplanes on high altitude flights</p> <p>2.4.6.1 Aeroplanes intended to be operated at high altitudes shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 2.2.3.8.</p>	CAR 91.209.	No Difference		
Chapter 2 Reference 2.4.6.2 Standard	<p>2.4.6.2 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1990</p> <p>Pressurized aeroplanes intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa shall be equipped with a device to provide positive warning to the flight crew of any dangerous loss of pressurization.</p>	CAR 91.531(1)(ii).	No Difference		
Chapter 2 Reference 2.4.6.3.1 Recommendation	<p>2.4.6.3 Aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 1990</p> <p>Recommendation.— <i>Pressurized aeroplanes intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa should be equipped with a device to provide positive warning to the flight crew of any dangerous loss of pressurization.</i></p>	CAR 91.531(1)(ii).	No Difference		



Report on entire 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
Chapter 2 Reference 2.4.7 Standard	<p>2.4.7 All aeroplanes operated in accordance with the instrument flight rules</p> <p>All aeroplanes when operated in accordance with the instrument flight rules, or when the aeroplane cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be:</p> <p>a) equipped with a means of measuring and displaying:</p> <ol style="list-style-type: none"> 1) magnetic heading (standby compass); 2) barometric altitude; 3) indicated airspeed, with a means of preventing malfunctioning due to either condensation or icing; 4) turn and slip; 5) aircraft attitude; 6) stabilized aircraft heading; <p><i>Note.— The requirements of 4), 5) and 6) may be met by combinations of instruments or by integrated flight director systems provided that the safeguards against total failure, inherent in the three separate instruments, are retained.</i></p> <ol style="list-style-type: none"> 7) whether the supply of power to the gyroscopic instruments is adequate; 8) the outside air temperature; 9) rate-of-climb and descent; 	CAR 91.509, 91.511, 91.517.	No Difference		



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



Report on entire 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
Chapter 2 Reference 2.4.9 Standard	<p align="center">2.4.9 Aeroplanes complying with the noise certification Standards in Annex 16, Volume I</p> <p>An aeroplane shall carry a document attesting noise certification.</p> <p><i>Note.— The attestation may be contained in any document, carried on board, approved by the State of Registry.</i></p>	CAR 91.111.	Less protective or partially implemented or not implemented	Required only for foreign aircraft operating within New Zealand - not yet implemented for New Zealand aircraft.	Note: for aircraft operating to another State that applies this standard, CAA will issue a noise certificate on request.
Chapter 2 Reference 2.4.10 Standard	<p align="center">2.4.10 Mach number indicator</p> <p>Aeroplanes with speed limitations expressed in terms of Mach number shall be equipped with a means of displaying Mach number.</p>	CAR 91.509(2).	No Difference		
Chapter 2 Reference 2.4.11.1 Standard	<p align="center">2.4.11 Aeroplanes required to be equipped with ground proximity warning systems (GPWS)</p> <p>2.4.11.1 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.</p>	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 2 Reference 2.4.11.2 Recommendation	<p>2.4.11.2 Recommendation.— <i>All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less and authorized to carry more than five but not more than nine passengers should be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.</i></p>	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	



Report on entire 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
Chapter 2 Reference 2.4.11.3 Recommendation	2.4.11.3 Recommendation. — <i>All piston-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers should be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.</i>	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 2 Reference 2.4.11.4 Standard	2.4.11.4 A ground proximity warning system shall provide automatically a timely and distinctive warning to the flight crew when the aeroplane is in potentially hazardous proximity to the earth's surface.	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 2 Reference 2.4.11.5 Standard	2.4.11.5 A ground proximity warning system shall provide, at a minimum, warnings of at least the following circumstances: a) excessive descent rate; b) excessive altitude loss after take-off or go-around; and c) unsafe terrain clearance.	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	



Report on entire 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
<p>Chapter 2 Reference 2.4.11.6</p> <p>Recommendation</p>	<p>2.4.11.6 Recommendation.— <i>A ground proximity warning system should provide, as a minimum, warnings of at least the following circumstances:</i></p> <ul style="list-style-type: none"> <i>a) excessive descent rate;</i> <i>b) excessive terrain closure rate;</i> <i>c) excessive altitude loss after take-off or go-around;</i> <i>d) unsafe terrain clearance while not in landing configuration;</i> <ul style="list-style-type: none"> <i>1) gear not locked down;</i> <i>2) flaps not in a landing position; and</i> <i>e) excessive descent below the instrument glide path.</i> 	<p>CAR Part 91 Subpart F.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Not specified for non-commercial operations.</p>	



Report on entire 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
Chapter 2 Reference 2.4.11.7 Standard	<p>2.4.11.7 A ground proximity warning system installed in turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers for which the individual certificate of airworthiness was first issued after 1 January 2011 shall provide, as a minimum, warnings of at least the following circumstances:</p> <ul style="list-style-type: none"> a) excessive descent rate; b) excessive terrain closure rate; c) excessive altitude loss after take-off or go-around; d) unsafe terrain clearance while not in landing configuration; <ul style="list-style-type: none"> 1) gear not locked down; 2) flaps not in a landing position; and e) excessive descent below the instrument glide path. 	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 2 Reference 2.4.12.1 Recommendation	<p>2.4.12 Emergency locator transmitter (ELT)</p> <p>2.4.12.1 Recommendation.— <i>All aeroplanes should carry an automatic ELT.</i></p>	CAR 91.529.	No Difference		



Report on entire 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
Chapter 2 Reference 2.4.12.2 Standard	2.4.12.2 Except as provided for in 2.4.12.3, all aeroplanes shall be equipped with at least one ELT of any type.	CAR 91.529.	More Exacting or Exceeds	Automatic ELT required.	
Chapter 2 Reference 2.4.12.3 Standard	2.4.12.3 All aeroplanes for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.	CAR 91.529.	No Difference		Note: required in all cases.
Chapter 2 Reference 2.4.12.4 Standard	2.4.12.4 ELT equipment carried to satisfy the requirements of 2.4.12.1, 2.4.12.2 and 2.4.12.3 shall operate in accordance with the relevant provisions of Annex 10, Volume III. <i>Note.— The judicious choice of numbers of ELTs, their type and placement on aircraft, and associated floatable life-support systems, will ensure the greatest chance of ELT activation in the event of an accident for aircraft operating over water or land, including areas especially difficult for search and rescue. Placement of transmitter units is a vital factor in ensuring optimal crash and fire protection. The placement of the control and switching devices (activation monitors) of automatic fixed ELTs and their associated operational procedures will also take into consideration the need for rapid detection of inadvertent activation and convenient manual switching by crew members.</i>	CAR Part 91 Appendix A, A.15.	No Difference		



Report on entire 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
Chapter 2 Reference 2.4.13.1 Standard	<p>2.4.13 Aeroplanes required to be equipped with a pressure-altitude reporting transponder</p> <p>2.4.13.1 Aeroplanes shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV.</p>	CAR 91.541, Part 91 Appendix A, A.22 & A.23.	No Difference		
Chapter 2 Reference 2.4.13.2 Standard	<p>2.4.13.2 Unless exempted by the appropriate authorities, aeroplanes operating as VFR flights shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provision of Annex 10, Volume IV.</p> <p><i>Note.— These provisions are intended to support the effectiveness of ACAS as well as to improve the effectiveness of air traffic services.</i></p>	CAR 91.541, Part 91 Appendix A, A.22 & A.23.	No Difference		
Chapter 2 Reference 2.4.14.1 Recommendation	<p>2.4.14 Microphones</p> <p>Recommendation.— <i>When operating under the instrument flight rules all flight crew members required to be on flight deck duty should communicate through boom or throat microphones below the transition level/altitude.</i></p>	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	



Report on entire 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
Chapter 2 Reference 2.4.15.1 Standard	<p>2.4.15 Aeroplanes equipped with automatic landing systems, a head-up display (HUD) or equivalent displays, enhanced vision systems (EVS), synthetic vision systems (SVS) and/or combined vision systems (CVS)</p> <p>2.4.15.1 Where aeroplanes are equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, or any combination of those systems into a hybrid system, criteria for the use of such systems for the safe operation of an aeroplane shall be established by the State of Registry.</p> <p><i>Note.— 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).</i></p>		Not Applicable		



Report on entire 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
<p>Chapter 2 Reference 2.4.15.2</p> <p>Standard</p>	<p>2.4.15.2 In establishing operational criteria for the use of automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, the State of Registry shall ensure that:</p> <ul style="list-style-type: none"> a) the equipment meets the appropriate airworthiness certification requirements; b) the operator/owner has carried out a safety risk assessment associated with the operations supported by the automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS; c) the operator/owner has established and documented the procedures for the use of, and training requirements for, automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS. <p><i>Note 1.— Guidance on safety risk assessments is contained in the Safety Management Manual (SMM) (Doc 9859).</i></p> <p><i>Note 2.— Guidance on establishing operational criteria is contained in Attachment 2.B.</i></p>	<p>CARs.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Not yet implemented.</p>	



Report on entire 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
<p>Chapter 2 Reference 2.4.16.1.1.1</p> <p>Recommendation</p>	<p>2.4.16.1 Flight data recorders and aircraft data recording systems</p> <p><i>Note.— Parameters to be recorded are listed in Tables A2.3-1 and A2.3-3 of Appendix 2.3.</i></p> <p>2.4.16.1.1 Applicability</p> <p>2.4.16.1.1.1 Recommendation.— <i>All turbine-engined aeroplanes with a seating configuration of more than five passenger seats and a maximum certificated take-off mass of 5 700 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2016 should be equipped with:</i></p> <p>a) <i>an FDR which should record at least the first 16 parameters in Table A2.3-1 of Appendix 2.3; or</i></p> <p>b) <i>a Class C AIR or AIRS which should record at least the flight path and speed parameters displayed to the pilot(s), as defined in 2.2.2 of Appendix 2.3; or</i></p> <p>c) <i>an ADRS which should record at least the first 7 parameters listed in Table A2.3-3 of Appendix 2.3.</i></p> <p><i>Note 1.— AIR or AIRS classification is defined in 4.1 of Appendix 2.3.</i></p> <p><i>Note 2.— “The application for type certification that is submitted to a Contracting State” refers to the date of application of the original “Type Certificate” for the aeroplane type, not the date of certification of particular aeroplane variants or derivative models.</i></p>		Not Applicable		Not applicable to non-commercial operations.



Report on entire 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
Chapter 2 Reference 2.4.16.1.1.2 Standard	2.4.16.1.1.2 All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2023 shall be equipped with an FDR capable of recording at least the 82 parameters listed in Table A2.3-1 of Appendix 2.3.		Not Applicable		Not applicable until 2023; to be considered before the applicable date.
Chapter 2 Reference 2.4.16.1.1.3 Recommendation	2.4.16.1.1.3 Recommendation. — <i>All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2023 should be equipped with an FDR capable of recording at least the 82 parameters listed in Table A2.3-1 of Appendix 2.3.</i>		Not Applicable		Not applicable until 2023; to be considered before the applicable date.
Chapter 2 Reference 2.4.16.1.2 Standard	2.4.16.1.2 Recording technology FDRs, ADRS, AIRs or AIRS shall not use engraving metal foil, frequency modulation (FM), photographic film or magnetic tape.		Not Applicable		
Chapter 2 Reference 2.4.16.1.3 Standard	2.4.16.1.3 Duration All FDRs shall retain the information recorded during at least the last 25 hours of their operation.		Not Applicable		



Report on entire 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
Chapter 2 Reference 2.4.16.2.1 Recommendation	2.4.16.2 Cockpit voice recorders and cockpit audio recording systems 2.4.16.2.1 Applicability Recommendation. — <i>All turbine-engined aeroplanes with a seating configuration of more than five passenger seats and a maximum certificated take-off mass of 5 700 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2016 and required to be operated by more than one pilot should be equipped with either a CVR or a CARS.</i>		Not Applicable		
Chapter 2 Reference 2.4.16.2.2 Standard	2.4.16.2.2 Recording technology CVRs and CARS shall not use magnetic tape or wire.		Not Applicable		
Chapter 2 Reference 2.4.16.2.3 Standard	2.4.16.2.3 Duration	CARs	No Difference	nil	nil
Chapter 2 Reference 2.4.16.2.3.1 Standard	2.4.16.2.3.1 All CVRs shall retain the information recorded during at least the last 2 hours of their operation.		Not Applicable		



Report on entire 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
Chapter 2 Reference 2.4.16.2.3.2 Standard	2.4.16.2.3.2 All aeroplanes that are required to be equipped with CARS, and for which the individual certificate of airworthiness is first issued on or after 1 January 2025, shall be equipped with a CARS which shall retain the information recorded during at least the last two hours of their operation.	CARS	No Difference	nil	nil
Chapter 2 Reference 2.4.16.3.1.1 Standard	2.4.16.3 Data link recorders 2.4.16.3.1 Applicability 2.4.16.3.1.1 All aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 2016, which use any of the data link communications applications referred to in 5.1.2 of Appendix 2.3 and are required to carry a CVR, shall record the data link communications messages on a crash-protected flight recorder.		Not Applicable		



Report on entire 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
Chapter 2 Reference 2.4.16.3.1.2 Standard	<p>2.4.16.3.1.2 All aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 2016, that are required to carry a CVR and are modified on or after 1 January 2016 to install and use any of the data link communications applications referred to in 5.1.2 of Appendix 2.3, shall record the data link communications messages on a crash-protected flight recorder, unless the installed data link communications equipment is compliant with a type certificate issued or aircraft modification first approved prior to 1 January 2016.</p> <p><i>Note 1.— Refer to Table 3.C-4 in Attachment 3.C for examples of data link communication recording requirements.</i></p> <p><i>Note 2.— A Class B AIR could be a means for recording data link communications applications messages to and from the aeroplanes where it is not practical or is prohibitively expensive to record those data link communications applications messages on FDR or CVR.</i></p> <p><i>Note 3.— The “aircraft modifications” refer to modifications to install the data link communications equipment on the aircraft (e.g. structural, wiring).</i></p>		Not Applicable		
Chapter 2 Reference 2.4.16.3.1.3 Recommendation	<p>2.4.16.3.1.3 Recommendation.— All aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 2016, that are required to carry a CVR and are modified on or after 1 January 2016 to use any of the data link communications applications referred to in 5.1.2 of Appendix 2.3 should record the data link communications messages on a crash-protected flight recorder.</p>	CARs	No Difference	nil	nil



Report on entire 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
Chapter 2 Reference 2.4.16.3.2 Standard	2.4.16.3.2 Duration The minimum recording duration shall be equal to the duration of the CVR.		Not Applicable		
Chapter 2 Reference 2.4.16.3.3 Standard	2.4.16.3.3 Correlation Data link recording shall be able to be correlated to the recorded cockpit audio.		Not Applicable		
Chapter 2 Reference 2.4.16.4.1 Standard	2.4.16.4 Flight recorders — general 2.4.16.4.1 Construction and installation Flight recorders shall be constructed, located and installed so as to provide maximum practical protection for the recordings in order that the recorded information may be preserved, recovered and transcribed. Flight recorders shall meet the prescribed crashworthiness and fire protection specifications.		Not Applicable		Flight recorders are not mandated for non-commercial operations.
Chapter 2 Reference 2.4.16.4.2.1 Standard	2.4.16.4.2 Operation 2.4.16.4.2.1 Flight recorders shall not be switched off during flight time.		Not Applicable		



Report on entire 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
Chapter 2 Reference 2.4.16.4.2.2 Standard	<p>2.4.16.4.2.2 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.</p> <p><i>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.</i></p> <p><i>Note 2.— The pilot-in-command's responsibilities regarding the retention of flight recorder records are contained in 2.4.16.4.3.</i></p>		Not Applicable		
Chapter 2 Reference 2.4.16.4.3 Standard	<p>2.4.16.4.3 Flight recorder records</p> <p>The pilot-in-command, and/or the owner/operator, shall ensure, to the extent possible, in the event the aeroplane becomes involved in an accident or incident, the preservation of all related flight recorder records, and if necessary the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with Annex 13.</p>		Not Applicable		
Chapter 2 Reference 2.4.16.4.4 Standard	<p>2.4.16.4.4 Continued serviceability</p> <p>Operational checks and evaluations of recordings from the flight recorder systems shall be conducted to ensure the continued serviceability of the recorders.</p> <p><i>Note.— Procedures for the inspections of the flight recorder systems are given in Appendix 2.3.</i></p>		Not Applicable		



Report on entire 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
Chapter 2 Reference 2.4.16.4.5 Recommendation	2.4.16.4.5 Flight recorder electronic documentation Recommendation. — <i>The documentation requirement concerning FDR and ADRS parameters provided by operators to accident investigation authorities should be in electronic format and take account of industry specifications.</i> <i>Note.</i> — <i>Industry specifications for documentation concerning flight recorder parameters may be found in ARINC 647A, Flight Recorder Electronic Documentation, or equivalent document.</i>		Not Applicable		
Chapter 2 Reference 2.4.17.1 Standard	2.4.17.1 EFB equipment Where portable EFBs are used on board an aeroplane, the pilot-in-command and/or the operator/owner shall ensure that they do not affect the performance of the aeroplane systems, equipment or the ability to operate the aeroplane.	AC91-20, Guidelines for the Approval and Use of Electronic Flight Bag Devices.	No Difference		



Report on entire 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
Chapter 2 Reference 2.4.17.2.1 Standard	2.4.17.2 EFB functions 2.4.17.2.1 Where EFBs are used on board an aeroplane the pilot-in-command and/or the owner/operator shall: a) assess the safety risk(s) associated with each EFB function; b) establish the procedures for the use of, and training requirements for, the device and each EFB function; and c) ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely. <i>Note.— Guidance on safety risk assessments is contained in the Safety Management Manual (SMM) (Doc 9859).</i>	AC91-20.	No Difference		
Chapter 2 Reference 2.4.17.2.2 Standard	2.4.17.2.2 The State of Registry shall issue a specific approval for the operational use of EFB functions to be used for the safe operation of aeroplanes.	AC91-20.	No Difference		



Report on entire 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
Chapter 2 Reference 2.4.17.3 Standard	<p style="text-align: center;">2.4.17.3 EFB specific approval</p> <p>When issuing a specific approval for the use of EFBs, the State of Registry shall ensure that:</p> <ul style="list-style-type: none"> a) the EFB equipment and its associated installation hardware, including interaction with aeroplane systems if applicable, meet the appropriate airworthiness certification requirements; b) the operator/owner has assessed the risks associated with the operations supported by the EFB function(s); c) the operator/owner has established requirements for redundancy of the information (if appropriate) contained in and displayed by the EFB function(s); d) the operator/owner has established and documented procedures for the management of the EFB function(s) including any databases it may use; and e) the operator/owner has established and documented the procedures for the use of, and training requirements for, the EFB function(s). <p><i>Note.— Guidance on safety risk assessments is contained in the Safety Management Manual (SMM) (Doc 9859).</i></p>	AC91-20.	No Difference		



Report on entire 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
<p>Chapter 2 Reference 2.4.18.1</p> <p>Standard</p>	<p>2.4.18 Aeroplane operated under an Article 83 bis agreement</p> <p><i>Note.— Guidance concerning the transfer of responsibilities by the State of Registry to the State of the principal location of a general aviation operator in accordance with Article 83 bis is contained in the Manual on the Implementation of Article 83 bis of the Convention on International Civil Aviation (Doc 10059).</i></p> <p>2.4.18.1 An aeroplane, when operating under an Article 83 bis agreement entered into between the State of Registry and the State of the principal location of a general aviation operator, shall carry a certified true copy of the agreement summary, in either an electronic or hard copy format. When the summary is issued in a language other than English, an English translation shall be included.</p> <p><i>Note.— Guidance regarding the agreement summary is contained in Doc 10059.</i></p>	<p>CARs</p>	<p>No Difference</p>	<p>nil</p>	<p>nil</p>
<p>Chapter 2 Reference 2.4.18.2</p> <p>Standard</p>	<p>2.4.18.2 The agreement summary of an Article 83 bis agreement shall be accessible to a civil aviation safety inspector to determine which functions and duties are transferred under the agreement by the State of Registry to the State of the principal location of a general aviation operator, when conducting surveillance activities such as ramp checks.</p> <p><i>Note.— Guidance for the civil aviation safety inspector conducting an inspection of an aeroplane operated under an Article 83 bis agreement is contained in the Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335).</i></p>	<p>CARs</p>	<p>No Difference</p>	<p>nil</p>	<p>nil</p>



Report on entire 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
Chapter 2 Reference 2.4.18.3 Standard	<p>2.4.18.3 The agreement summary shall be transmitted to ICAO together with the Article 83 <i>bis</i> agreement for registration with the ICAO Council by the State of Registry or the State of the principal location of a general aviation operator.</p> <p><i>Note.— The agreement summary transmitted with the Article 83 bis agreement registered with the ICAO Council contains the list of all aircraft affected by the agreement. However, the certified true copy to be carried on board, as per 2.4.18.1, will need to list only the specific aircraft carrying the copy.</i></p>	CARs	No Difference	nil	nil
Chapter 2 Reference 2.4.18.4 Recommendation	<p>2.4.18.4 Recommendation.—<i>The agreement summary should contain the information in Appendix 2.5 for the specific aircraft and should follow the layout of Appendix 2.5, paragraph 2.</i></p>	CARs	No Difference	nil	nil



Report on entire 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
Chapter 2 Reference 2.5.1.1 Standard	<p style="text-align: center;">CHAPTER 2.5 AEROPLANE COMMUNICATION, NAVIGATION AND SURVEILLANCE EQUIPMENT</p> <p style="text-align: center;">2.5.1 Communication equipment</p> <p>2.5.1.1 An aeroplane to be operated in accordance with the instrument flight rules or at night shall be provided with radio communication equipment. Such equipment shall be capable of conducting two-way communication with those aeronautical stations and on those frequencies prescribed by the appropriate authority.</p> <p><i>Note.— The requirements of 2.5.1.1 are considered fulfilled if the ability to conduct the communications specified therein is established during radio propagation conditions which are normal for the route.</i></p>	CAR 91.513, 91.519.	No Difference		Note: not required for night VFR operations outside controlled airspace.
Chapter 2 Reference 2.5.1.2 Standard	2.5.1.2 When compliance with 2.5.1.1 requires that more than one communication equipment unit be provided, each shall be independent of the other or others to the extent that a failure in any one will not result in failure of any other.	CAR 91.519(g).	Less protective or partially implemented or not implemented	Not specified for non-commercial operations, except for operations in RVSM or MNPS airspace.	
Chapter 2 Reference 2.5.1.3 Standard	2.5.1.3 An aeroplane to be operated in accordance with VFR, but as a controlled flight, shall, unless exempted by the appropriate authority, be provided with radio communication equipment capable of conducting two-way communication at any time during flight with such aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.	CAR 91.513.	No Difference		



Report on entire 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
Chapter 2 Reference 2.5.1.4 Standard	2.5.1.4 An aeroplane to be operated on a flight to which the provisions of 2.4.4.3.1 or 2.4.5 apply shall, unless exempted by the appropriate authority, be provided with radio communication equipment capable of conducting two-way communication at any time during flight with such aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.	CAR 91.515.	No Difference		
Chapter 2 Reference 2.5.1.5 Standard	2.5.1.5 The radio communication equipment required in accordance with 2.5.1.1 to 2.5.1.4 shall provide for communication on the aeronautical emergency frequency 121.5 MHz.	CAR Part 91 Appendix A, A.9(a)(1)(i).	No Difference		



Report on entire 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
Chapter 2 Reference 2.5.1.6 Standard	<p>2.5.1.6 For operations where communication equipment is required to meet an RCP specification for <i>performance-based communication</i> (PBC), an aeroplane shall, in addition to the requirements specified in 2.5.1.1 to 2.5.1.5:</p> <ul style="list-style-type: none"> a) be provided with communication equipment which will enable it to operate in accordance with the prescribed RCP specification(s); b) have information relevant to the aeroplane RCP specification capabilities listed in the flight manual or other aeroplane documentation approved by the State of Design or State of Registry; and c) where the aeroplane is operated in accordance with a MEL, have information relevant to the aeroplane RCP specification capabilities included in the MEL. <p><i>Note.— Information on the performance-based communication and surveillance (PBCS) concept and guidance material on its implementation are contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).</i></p>		Not Applicable		RCP is not yet applied in New Zealand.
Chapter 2 Reference 2.5.1.7 Standard	<p>2.5.1.7 The State of Registry shall establish criteria for operations where an RCP specification for PBC has been prescribed.</p>		Not Applicable		PBC is not yet applied in New Zealand.



Report on entire 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
Chapter 2 Reference 2.5.1.8 Standard	<p>2.5.1.8 In establishing criteria for operations where an RCP specification for PBC has been prescribed, the State of Registry shall require that the operator/owner establish:</p> <ul style="list-style-type: none"> a) normal and abnormal procedures, including contingency procedures; b) flight crew qualification and proficiency requirements, in accordance with the appropriate RCP specifications; c) a training programme for relevant personnel consistent with the intended operations; and d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate RCP specifications. 		Not Applicable		RCP is not yet applied in New Zealand.
Chapter 2 Reference 2.5.1.9 Standard	<p>2.5.1.9 The State of Registry shall ensure that, in respect of those aeroplanes mentioned in 2.5.1.6, adequate provisions exist for:</p> <ul style="list-style-type: none"> a) receiving the reports of observed communication performance issued by monitoring programmes established in accordance with Annex 11, Chapter 3, 3.3.5.2; and b) taking immediate corrective action for individual aircraft, aircraft types or operators, identified in such reports as not complying with the RCP specification(s). 		Not Applicable		RCP is not yet applied in New Zealand.



Report on entire 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
Chapter 2 Reference 2.5.2.1 Standard	<p align="center">2.5.2 Navigation equipment</p> <p>2.5.2.1 An aeroplane shall be provided with navigation equipment which will enable it to proceed:</p> <p>a) in accordance with its flight plan; and</p> <p>b) in accordance with the requirements of air traffic services;</p> <p>except when, if not so precluded by the appropriate authority, navigation for flights under VFR is accomplished by visual reference to landmarks.</p>	CAR 91.519(b).	No Difference		
Chapter 2 Reference 2.5.2.2 Standard	<p>2.5.2.2 For operations where a navigation specification for performance-based navigation (PBN) has been prescribed, an aeroplane shall, in addition to the requirements specified in 2.5.2.1:</p> <p>a) be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s); and</p> <p>b) have information relevant to the aeroplane navigation specification capabilities listed in the flight manual or other aeroplane documentation approved by the State of Design or State of Registry; and</p> <p>c) where the aeroplane is operated in accordance with a MEL, have information relevant to the aeroplane navigation specification capabilities included in the MEL.</p> <p><i>Note.— Guidance on aeroplane documentation is contained in the Performance-based Navigation (PBN) Manual (Doc 9613).</i></p>	CARs 91.246; 91.519(b) and (c).	No Difference		



Report on entire 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
Chapter 2 Reference 2.5.2.3 Standard	2.5.2.3 The State of Registry shall establish criteria for operations where a navigation specification for PBN has been prescribed.	CAR 91.246.	No Difference		
Chapter 2 Reference 2.5.2.4 Standard	<p>2.5.2.4 In establishing criteria for operations where a navigation specification for PBN has been prescribed, the State of Registry shall require that the operator/owner establish:</p> <ul style="list-style-type: none"> a) normal and abnormal procedures including contingency procedures; b) flight crew qualification and proficiency requirements, in accordance with the appropriate navigation specifications; c) training for relevant personnel consistent with the intended operations; and d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with the appropriate navigation specifications. <p><i>Note 1.— Guidance on safety risks and mitigations for PBN operations, in accordance with Annex 19, are contained in the Performance-based Navigation (PBN) Operational Approval Manual (Doc 9997).</i></p> <p><i>Note 2.— Electronic navigation data management is an integral part of normal and abnormal procedures.</i></p>	CAR 91.246.	No Difference		



Report on entire 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
Chapter 2 Reference 2.5.2.5 Standard	<p>2.5.2.5 The State of Registry shall issue a specific approval for operations based on PBN authorization required (AR) navigation specifications.</p> <p><i>Note.— Guidance on specific approvals for PBN authorization required (AR) navigation specifications is contained in the Performance-based Navigation (PBN) Operational Approval Manual (Doc 9997).</i></p>	CAR 91.246.	No Difference		
Chapter 2 Reference 2.5.2.6 Standard	<p>2.5.2.6 For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, minimum navigation performance specifications (MNPS) are prescribed, an aeroplane shall be provided with navigation equipment which:</p> <ul style="list-style-type: none"> a) continuously provides indications to the flight crew of adherence to or departure from track to the required degree of accuracy at any point along that track; and b) has been authorized by the State of Registry for the MNPS operations concerned. <p><i>Note.— The prescribed minimum navigation performance specifications and the procedures governing their application are published in the Regional Supplementary Procedures (Doc 7030).</i></p>	CAR 91.519(d).	No Difference		



Report on entire 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
<p>Chapter 2 Reference 2.5.2.7</p> <p>Standard</p>	<p>2.5.2.7 For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, a reduced vertical separation minimum (RVSM) of 300 m (1 000 ft) is applied between FL 290 and FL 410 inclusive:</p> <p>a) the aeroplane shall be provided with equipment which is capable of:</p> <ol style="list-style-type: none"> 1) indicating to the flight crew the flight level being flown; 2) automatically maintaining a selected flight level; 3) providing an alert to the flight crew when a deviation occurs from the selected flight level. The threshold for the alert shall not exceed ± 90 m (300 ft); and 4) automatically reporting pressure-altitude; <p>b) the State of Registry shall issue a specific approval for RVSM operations.</p>	<p>CAR 91.519(e).</p>	<p>More Exacting or Exceeds</p>	<p>3) For aircraft first issued with a type certificate after 31 December 1996, providing an aural and visual alert to the flight crew when a deviation of 200 feet from the selected flight level occurs.</p>	



Report on entire 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
Chapter 2 Reference 2.5.2.8 Standard	<p>2.5.2.8 Prior to granting the RVSM specific approval required in accordance with 2.5.2.7 b), the State shall be satisfied that:</p> <ul style="list-style-type: none"> a) the vertical navigation performance capability of the aeroplane satisfies the requirements specified in Appendix 2.2; b) the owner/operator has instituted appropriate procedures in respect of continued airworthiness (maintenance and repair) practices and programmes; and c) the owner/operator has instituted appropriate flight crew procedures for operations in RVSM airspace. <p><i>Note.— An RVSM specific approval is valid globally on the understanding that any operating procedures specific to a given region will be stated in the operations manual or appropriate crew guidance.</i></p>	CAR 91.519(e), Part 91 Appendix A, A.10.	No Difference		
Chapter 2 Reference 2.5.2.9 Standard	<p>2.5.2.9 The State of Registry shall ensure that, in respect of those aeroplanes mentioned in 2.5.2.7, adequate provisions exist for:</p> <ul style="list-style-type: none"> a) receiving the reports of height-keeping performance issued by the monitoring agencies established in accordance with Annex 11, 3.3.5.1; and b) taking immediate corrective action for individual aircraft, or aircraft type groups, identified in such reports as not complying with the height-keeping requirements for operation in airspace where RVSM is applied. 	Regional Monitoring Agency Handbook.	No Difference		



Report on entire 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
Chapter 2 Reference 2.5.2.10 Standard	<p>2.5.2.10 The State of Registry that has issued an RVSM specific approval to an owner/operator shall establish a requirement which ensures that a minimum of two aeroplanes of each aircraft type grouping of the owner/operator have their height-keeping performance monitored, at least once every two years or within intervals of 1 000 flight hours per aeroplane, whichever period is longer. If an owner/operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane shall be accomplished within the specified period.</p> <p><i>Note.— Monitoring data from any regional monitoring programme established in accordance with Annex 11, 3.3.5.2, may be used to satisfy the requirement.</i></p>	CAR Part 91 Appendix A, A.10; AC91-4.	Less protective or partially implemented or not implemented	Not yet implemented.	
Chapter 2 Reference 2.5.2.11 Standard	<p>2.5.2.11 All States that are responsible for airspace where RVSM has been implemented, or that have issued RVSM specific approvals to owners/operators within their State, shall establish provisions and procedures which ensure that appropriate action will be taken in respect of aircraft and owners/operators found to be operating in RVSM airspace without a valid RVSM specific approval.</p> <p><i>Note 1.— These provisions and procedures need to address both the situation where the aircraft in question was operating without a specific approval in the airspace of the State, and the situation where an owner/operator for which the State has regulatory oversight responsibility is found to be operating without the required specific approval in the airspace of another State.</i></p> <p><i>Note 2.— Guidance material relating to the specific approval for operation in RVSM airspace is contained in the Manual on a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive (Doc 9574).</i></p>	Regional Monitoring Agency Handbook.	No Difference		



Report on entire 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
Chapter 2 Reference 2.5.2.12 Standard	<p>2.5.2.12 The aeroplane shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the aeroplane to navigate in accordance with 2.5.2.1 and where applicable 2.5.2.2, 2.5.2.6 and 2.5.2.7.</p> <p><i>Note 1.— This requirement may be met by means other than the duplication of equipment.</i></p> <p><i>Note 2.— Guidance material relating to aircraft equipment necessary for flight in airspace where a 300 m (1 000 ft) VSM is applied above FL 290 is contained in the Manual on a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive (Doc 9574).</i></p>	CAR 91.519(g).	Less protective or partially implemented or not implemented	Not specified for non-commercial operations, except for operations in RVSM or MNPS airspace.	
Chapter 2 Reference 2.5.2.13 Standard	<p>2.5.2.13 On flights in which it is intended to land in instrument meteorological conditions, an aeroplane shall be provided with radio equipment capable of receiving signals providing guidance to a point from which a visual landing can be effected. This equipment shall be capable of providing such guidance for each aerodrome at which it is intended to land in instrument meteorological conditions and for any designated alternate aerodromes.</p>	CAR 91.519 (b).	No Difference		
Chapter 2 Reference 2.5.3.1 Standard	<p>2.5.3 Surveillance equipment</p> <p>2.5.3.1 An aeroplane shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services.</p>	CAR 91.247.	No Difference		



Report on entire 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
<p>Chapter 2 Reference 2.5.3.2</p> <p>Standard</p>	<p>2.5.3.2 For operations where surveillance equipment is required to meet an RSP specification for performance-based surveillance (PBS), an aeroplane shall, in addition to the requirements specified in 2.5.3.1:</p> <ul style="list-style-type: none"> a) be provided with surveillance equipment which will enable it to operate in accordance with the prescribed RSP specification(s); b) have information relevant to the aeroplane RSP specification capabilities listed in the flight manual or other aeroplane documentation approved by the State of Design or State of Registry; and c) where the aeroplane is operated in accordance with a MEL, have information relevant to the aeroplane RSP specification capabilities included in the MEL. <p><i>Note 1.— Information on surveillance equipment is contained in the Aeronautical Surveillance Manual (Doc 9924).</i></p> <p><i>Note 2.— Information on RSP specifications for performance-based surveillance is contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).</i></p>		Not Applicable		PBS is not yet applied in New Zealand.
<p>Chapter 2 Reference 2.5.3.3</p> <p>Standard</p>	<p>2.5.3.3 The State of Registry shall establish criteria for operations where an RSP specification for PBS has been prescribed.</p>		Not Applicable		RSP is not yet applied in New Zealand.



Report on entire 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
Chapter 2 Reference 2.5.3.4 Standard	<p>2.5.3.4 In establishing criteria for operations where an RSP specification for PBS has been prescribed, the State of Registry shall require that the operator/owner establish:</p> <ul style="list-style-type: none"> a) normal and abnormal procedures, including contingency procedures; b) flight crew qualification and proficiency requirements, in accordance with appropriate RSP specifications; c) a training programme for relevant personnel consistent with the intended operations; and d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate RSP specifications. 		Not Applicable		RSP is not yet applied in New Zealand.
Chapter 2 Reference 2.5.3.5 Standard	<p>2.5.3.5 The State of Registry shall ensure that, in respect of those aeroplanes mentioned in 2.5.3.2, adequate provisions exist for:</p> <ul style="list-style-type: none"> a) receiving the reports of observed surveillance performance issued by monitoring programmes established in accordance with Annex 11, Chapter 3, 3.3.5.2; and b) taking immediate corrective action for individual aircraft, aircraft types or operators, identified in such reports as not complying with the RSP specification(s). 		Not Applicable		RSP is not yet applied in New Zealand.



Report on entire 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
<p>Chapter 2 Reference 2.6.1.1</p> <p>Standard</p>	<p style="text-align: center;">CHAPTER 2.6 AEROPLANE MAINTENANCE††</p> <p><i>Note 1.— For the purpose of this chapter “aeroplane” includes: engines, propellers, components, accessories, instruments, equipment and apparatus including emergency equipment.</i></p> <p><i>Note 2.— Guidance on continuing airworthiness requirements is contained in the Airworthiness Manual (Doc 9760).</i></p> <p><i>Note 3.— States are encouraged to conduct a risk assessment when approving a maintenance programme not based on the type certificate holder’s maintenance recommendations.</i></p> <p style="text-align: center;">2.6.1 Owner’s maintenance responsibilities††</p> <p>2.6.1.1 The owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure that, in accordance with procedures acceptable to the State of Registry:</p> <ul style="list-style-type: none"> a) the aeroplane is maintained in an airworthy condition; b) the operational and emergency equipment necessary for an intended flight is serviceable; and c) the certificate of airworthiness of the aeroplane remains valid. 	<p>CAR 91.603, 91.101, 91.621.</p>	<p>No Difference</p>		



Report on entire 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
	<p>-----</p> <p>†† As of 5 November 2020, the following Chapter and section will be titled: Chapter 2.6 — <i>Aeroplane Continuing Airworthiness</i> Paragraph 2.6.1 — <i>Owner's continuing airworthiness responsibilities</i></p>				
<p>Chapter 2 Reference 2.6.1.2</p> <p>Standard</p>	<p>2.6.1.2 Until 4 November 2020, the owner or the lessee shall not operate the aeroplane unless it is maintained and released to service under a system acceptable to the State of Registry.</p>	<p>CAR 91.602.</p>	<p>No Difference</p>		
<p>Chapter 2 Reference 2.6.1.2</p> <p>Standard</p>	<p>2.6.1.2 As of 5 November 2020, the owner or the lessee shall not operate an aeroplane unless maintenance on the aeroplane, including any associated engine, propeller and part, is carried out:</p> <ul style="list-style-type: none"> a) by an organization complying with Annex 8, Part II, Chapter 6 that is either approved by the State of Registry of the aeroplane or is approved by another Contracting State and is accepted by the State of Registry; or b) by a person or organization in accordance with procedures that are authorized by the State of Registry; <p>and there is a maintenance release in relation to the maintenance carried out.</p>	<p>CAR 91.602.</p>	<p>No Difference</p>		<p>Rule 91.602 will continue to apply.</p>



Report on entire 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
Chapter 2 Reference 2.6.1.3 Standard	2.6.1.3 Until 4 November 2020, when the maintenance release is not issued by an approved maintenance organization in accordance with Annex 6, Part I, 8.7, the person signing the maintenance release shall be licensed in accordance with Annex 1.	CAR 43.101.	No Difference		
Chapter 2 Reference 2.6.1.4 Standard	2.6.1.4 The owner or the lessee shall ensure that the maintenance of the aeroplane is performed in accordance with a maintenance programme acceptable to the State of Registry.	CAR 91.605.	No Difference		



Report on entire 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
Chapter 2 Reference 2.6.2.1 Standard	<p style="text-align: center;">2.6.2 Maintenance records††</p> <p>2.6.2.1 The owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure that the following records are kept for the periods mentioned in 2.6.2.2:</p> <ul style="list-style-type: none"> a) the total time in service (hours, calendar time and cycles, as appropriate) of the aeroplane and all life-limited components; b) the current status of compliance with all applicable mandatory continuing airworthiness information; c) appropriate details of modifications and repairs; d) the time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life; e) the current status of the aeroplane's compliance with the maintenance programme; and f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met. <p>----- †† As of 5 November 2020, 2.6.2 will be titled <i>Continuing Airworthiness Records</i>.</p>	CAR 91.617; CAR 43.69.	No Difference		



Report on entire 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
Chapter 2 Reference 2.6.2.2 Standard	2.6.2.2 The records in 2.6.2.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service and the records in 2.6.2.1 f) for a minimum period of one year after the signing of the maintenance release.	CAR 91.623.	More Exacting or Exceeds	All 12 months.	
Chapter 2 Reference 2.6.2.3 Standard	<p>2.6.2.3 In the event of a temporary change of owner or lessee, the records shall be made available to the new owner or lessee. In the event of any permanent change of owner or lessee, the records shall be transferred to the new owner or lessee.</p> <p><i>Note 1. — Until 4 November 2020, maintenance records or related documents, other than a valid certificate of airworthiness, need not be carried in the aeroplane during international flights.</i></p> <p><i>Note 2. — In the context of 2.6.2.3, a judgement on what should be considered as a temporary change of owner or lessee will need to be made by the State of Registry in the light of the need to exercise control over the records, which will depend on access to them and the opportunity to update them.</i></p>	CAR 91.621.	No Difference		



Report on entire 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
Chapter 2 Reference 2.6.2.3 Standard	<p>2.6.2.3 In the event of a temporary change of owner or lessee, the records shall be made available to the new owner or lessee. In the event of any permanent change of owner or lessee, the records shall be transferred to the new owner or lessee.</p> <p><i>Note 1. — As of 5 November 2020, continuing airworthiness records or related documents, other than a valid certificate of airworthiness, need not be carried in the aeroplane during international flights.</i></p> <p><i>Note 2. — In the context of 2.6.2.3, a judgement on what should be considered as a temporary change of owner or lessee will need to be made by the State of Registry in the light of the need to exercise control over the records, which will depend on access to them and the opportunity to update them.</i></p>	CARs	No Difference	nil	nil
Chapter 2 Reference 2.6.2.4 Standard	<p>2.6.2.4 As of 5 November 2020, records kept and transferred in accordance with 2.6.2 shall be maintained in a form and format that ensures readability, security and integrity of the records at all times.</p> <p><i>Note 1.— The form and format of the records may include, for example, paper records, film records, electronic records or any combination thereof.</i></p> <p><i>Note 2.— Guidance regarding electronic aircraft continuing airworthiness records is included in the Airworthiness Manual (Doc 9760).</i></p>	CAR 91.617.	No Difference		



Report on entire 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
Chapter 2 Reference 2.6.3 Standard	<p style="text-align: center;">2.6.3 Modifications and repairs</p> <p>All modifications and repairs shall comply with airworthiness requirements acceptable to the State of Registry. Procedures shall be established to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.</p>	CAR 21.303,; CAR 43.53.	No Difference		
Chapter 2 Reference 2.6.4.1 Standard	<p style="text-align: center;">2.6.4 Maintenance release</p> <p>2.6.4.1 Until 4 November 2020, a maintenance release shall be completed and signed, as prescribed by the State of Registry, to certify that the maintenance work performed has been completed satisfactorily and in accordance with data and procedures acceptable to the State of Registry.</p>	CAR 43.105, 91.603(a)(7).	No Difference		Note: the term "release to service" is used in New Zealand.
Chapter 2 Reference 2.6.4.1 Standard	<p>2.6.4.1 As of 5 November 2020, when maintenance is carried out by an approved maintenance organization, the maintenance release shall be issued by the approved maintenance organization in accordance with the provisions of Annex 8, Part II, 6.8.</p>	CAR 43.105; CAR 91.603(a)(7).	No Difference		
Chapter 2 Reference 2.6.4.2 Standard	<p>2.6.4.2 Until 4 November 2020, a maintenance release shall contain a certification including:</p> <ul style="list-style-type: none"> a) basic details of the maintenance performed; b) the date such maintenance was completed; c) when applicable, the identity of the approved maintenance organization; and d) the identity of the authorized person or persons signing the release. 	CAR 43.105.	No Difference		



Report on entire 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
Chapter 2 Reference 2.6.4.2 Standard	2.6.4.2 As of 5 November 2020, when maintenance is not carried out by an approved maintenance organization, the maintenance release shall be completed and signed by a person appropriately licensed in accordance with Annex 1 to certify that the maintenance work performed has been completed satisfactorily and in accordance with data and procedures acceptable to the State of Registry.	CAR 43.101.	No Difference		
Chapter 2 Reference 2.6.4.3 Standard	2.6.4.3 As of 5 November 2020, when maintenance is not carried out by an approved maintenance organization, the maintenance release shall include the following: a) basic details of the maintenance performed; b) the date such maintenance was completed; and c) the identity of the authorized person or persons signing the release.	CAR 43.105.	No Difference		
Chapter 2 Reference 2.7.1 Standard	CHAPTER 2.7 AEROPLANE FLIGHT CREW 2.7.1 Composition of the flight crew The number and composition of the flight crew shall not be less than that specified in the flight manual or other documents associated with the certificate of airworthiness.	CAR 91.109.	No Difference		



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



Report on entire 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
<p>Chapter 2 Reference 2.7.2.2 Standard</p>	<p>2.7.2.2 The pilot-in-command of an aeroplane equipped with an airborne collision avoidance system (ACAS II) shall ensure that each flight crew member has been appropriately trained to competency in the use of ACAS II equipment and the avoidance of collision.</p> <p><i>Note 1.— Procedures for the use of ACAS II equipment are specified in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures. ACAS II Training Guidelines for Pilots are provided in PANS-OPS, Volume I, Attachment A to Part III, Section 3, Chapter 3.</i></p> <p><i>Note 2.— Appropriate training, to the satisfaction of the State, to competency in the use of ACAS II equipment and the avoidance of collisions may be evidenced, for example, by:</i></p> <ul style="list-style-type: none"> <i>a) possession of a type rating for an aeroplane equipped with ACAS II, where the operation and use of ACAS II are included in the training syllabus for the type rating; or</i> <i>b) possession of a document issued by a training organization or person approved by the State to conduct training for pilots in the use of ACAS II, indicating that the holder has been trained in accordance with the guidelines referred to in Note 1; or</i> <i>c) a comprehensive pre-flight briefing by a pilot who has been trained in the use of ACAS II in accordance with the guidelines referred to in Note 1.</i> 	<p>CARs.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Not specified for non-commercial operations.</p>	



Report on entire 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
<p>Chapter 2 Reference 2.8.1</p> <p>Standard</p>	<p style="text-align: center;">CHAPTER 2.8 MANUALS, LOGS AND RECORDS</p> <p><i>Note.— The following documents are associated with this Annex but are not included in this chapter:</i></p> <p><i>Maintenance records — see 2.6.2.††</i></p> <p style="text-align: center;">2.8.1 Flight manual</p> <p><i>Note.— The aeroplane flight manual contains the information specified in Annex 8.</i></p> <p>The aeroplane flight manual shall be updated by implementing changes made mandatory by the State of Registry.</p>	<p>CARs.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Not specified in CARs, but is customary practice.</p>	
<p>Chapter 2 Reference 2.8.2.1</p> <p>Standard</p>	<p style="text-align: center;">2.8.2 Journey log book</p> <p>2.8.2.1 A journey log book shall be maintained for every aeroplane engaged in international air navigation in which shall be entered particulars of the aeroplane, its crew and each journey.</p> <p>----- †† As of 5 November 2020, section 2.6.2 will be titled <i>Continuing Airworthiness Records</i>.</p>	<p>CAR 91.112, 91.619.</p>	<p>No Difference</p>		



Report on entire 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
<p>Chapter 2 Reference 2.8.2.2</p> <p>Recommendation</p>	<p>2.8.2.2 Recommendation.— <i>The aeroplane journey log should contain the following items:</i></p> <ul style="list-style-type: none"> a) <i>aeroplane nationality and registration;</i> b) <i>date;</i> c) <i>crew member names and duty assignments;</i> d) <i>departure and arrival points and times;</i> e) <i>purpose of flight;</i> f) <i>observations regarding the flight; and</i> g) <i>signature of the pilot-in-command.</i> 	<p>CAR 91.112. 91.619.</p>	<p>No Difference</p>		
<p>Chapter 2 Reference 2.8.3</p> <p>Standard</p>	<p>2.8.3 Records of emergency and survival equipment carried</p> <p>The owner of the aeroplane, or in the case where it is leased, the lessee, shall at all times have available for immediate communication to rescue coordination centres, lists containing information on the emergency and survival equipment carried on board the aeroplane engaged in international air navigation. The information shall include, as applicable, the number, colour and type of life rafts and pyrotechnics, details of emergency medical supplies, water supplies and the type and frequencies of the emergency portable radio equipment.</p>	<p>CARs.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Not implemented for non-commercial operations.</p>	<p>Note: this is largely addressed by item 19 on the standard ICAO flight plan form.</p>



Report on entire 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
Chapter 2 Reference 2.9.1 Standard	<p style="text-align: center;">CHAPTER 2.9 SECURITY</p> <p style="text-align: center;">2.9.1 Security of aircraft</p> <p>The pilot-in-command shall be responsible for the security of the aircraft during its operation.</p>	CARs.	Less protective or partially implemented or not implemented	Not specified.	Note: while the Civil Aviation Act s13 and CARs 91.201 and 203 assign the responsibility for safety to the pilot-in-command, there is no mention of security.
Chapter 2 Reference 2.9.2 Standard	<p style="text-align: center;">2.9.2 Reporting acts of unlawful interference</p> <p>Following an act of unlawful interference, the pilot-in-command shall submit a report of such an act to the designated local authority.</p> <p><i>Note.— In the context of this chapter, the word “security” is used in the sense of prevention of acts of unlawful interference against civil aviation.</i></p>	CAR 12.55.	No Difference		



Report on entire 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
Chapter 3 Reference 3.1.1 Standard	<p style="text-align: center;">ANNEX 6 — PART II</p> <p style="text-align: center;">CHAPTER 3.1 APPLICABILITY</p> <p style="text-align: center;">SECTION 3</p> <p style="text-align: center;">LARGE AND TURBOJET AEROPLANES</p> <p>3.1.1 The following operations shall be subject to the Standards and Recommended Practices of Section 2, and those of Section 3:</p> <p>International general aviation operations with:</p> <ul style="list-style-type: none"> a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg; or b) aeroplanes equipped with one or more turbojet engines. 	CARs.	No Difference		



Report on entire 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
Chapter 3 Reference 3.1.2 Recommendation	<p>3.1.2 Recommendation.— <i>An operation involving an aeroplane with a seating configuration of more than 9 passenger seats should be conducted in accordance with Section 3.</i></p> <p><i>Note.</i>— <i>The applicability of 3.1 does not preclude a general aviation operator from satisfying the requirements of Section 3 where it may be to the operator's advantage.</i></p>	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 3 Reference 3.2.0.1 Recommendation	<p>CHAPTER 3.2 CORPORATE AVIATION OPERATIONS</p> <p>Recommendation.— <i>A corporate aviation operation involving three or more aircraft that are operated by pilots employed for the purpose of flying the aircraft should be conducted in accordance with Section 3.</i></p> <p><i>Note.</i>— <i>The term "aircraft" is used to indicate that a corporate aviation operation using a mix of aeroplanes and helicopters is subject to this Recommendation as long as at least one aeroplane is involved.</i></p>	CARs.	Less protective or partially implemented or not implemented	Not implemented.	



Report on entire 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
Chapter 3 Reference 3.3.1.1 Standard	<p style="text-align: center;">CHAPTER 3.3 GENERAL</p> <p>3.3.1 Compliance with laws, regulations and procedures</p> <p>3.3.1.1 The operator shall ensure that all employees know that they must comply with the laws, regulations and procedures of those States in which operations are conducted.</p> <p><i>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.</i></p>	CAR 91.753(2).	No Difference		
Chapter 3 Reference 3.3.1.2 Standard	<p>3.3.1.2 The operator shall ensure that all pilots are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. The operator shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane.</p>	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	



Report on entire 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
Chapter 3 Reference 3.3.1.3 Standard	<p>3.3.1.3 The pilot-in-command is responsible for operational control. The operator shall describe the operational control system in the operations manual and identify the roles and responsibilities of those involved with the system.</p> <p><i>Note.— The rights and obligations of a State in respect to the operation of aeroplanes registered in that State are not affected by this provision.</i></p>	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.3.1.4 Standard	<p>3.3.1.4 The operator shall ensure that the pilot-in-command has available on board the aeroplane all the essential information concerning the search and rescue services in the area over which the aeroplane will be flown.</p> <p><i>Note.— This information may be made available to the pilot by means of the operations manual or such other means as is considered appropriate.</i></p>	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.3.1.5 Standard	<p>3.3.1.5 The operator shall ensure that flight crew members demonstrate the ability to speak and understand the language used for aeronautical radiotelephony communications as specified in Annex 1.</p>	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	Note: English language proficiency is a prerequisite to the issuing of a New Zealand flight crew licence.



Report on entire 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
<p>Chapter 3 Reference 3.3.2.1 Standard</p>	<p style="text-align: center;">3.3.2 Safety management</p> <p><i>Note.— Annex 19 includes safety management provisions for international general aviation operators of large or turbojet aeroplanes. Further guidance is contained in the Safety Management Manual (SMM) (Doc 9859).</i></p> <p>3.3.2.1 As of 7 November 2019, States shall not allow the use of recordings or transcripts of CVR, CARS, Class A AIR and Class A AIRS for purposes other than the investigation of an accident or incident as per Annex 13, except where the recordings or transcripts are:</p> <ul style="list-style-type: none"> a) related to a safety-related event identified in the context of a safety management system; are restricted to the relevant portions of a de-identified transcript of the recording; and are subject to the protections accorded by Annex 19; b) sought for use in criminal proceedings not related to an event involving an accident or incident investigation and are subject to the protections accorded by Annex 19; or c) used for inspections of flight recorder systems as provided in Section 7 of Appendix 2.3. <p><i>Note.— Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 to Annex 19. When an investigation under Annex 13 is instituted, investigation records are subject to the protections accorded by Annex 13.</i></p>		Not Applicable		<p>Applicable 7 Nov 19. Under consideration for implementation by the due date. Some protections are already in place, under the provisions of the Transport Accident Investigation Commission Act 1990.</p>



Report on entire 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
<p>Chapter 3 Reference 3.3.2.2 Standard</p>	<p>3.3.2.2 As of 7 November 2019, States shall not allow the use of recordings or transcripts of FDR, ADRS, Class B and C AIR, and Class B and C AIRS for purposes other than the investigation of an accident or incident as per Annex 13, except where the recordings or transcripts are subject to the protections accorded by Annex 19 and are:</p> <ul style="list-style-type: none"> a) used by the operator for airworthiness or maintenance purposes; b) sought for use in proceedings not related to an event involving an accident or incident investigation; c) de-identified; or d) disclosed under secure procedures. <p><i>Note.— Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 to Annex 19.</i></p>		Not Applicable		<p>Applicable 7 Nov 19. Under consideration for implementation by the due date. Some protections are already in place, under the provisions of the Transport Accident Investigation Commission Act 1990.</p>



Report on entire 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
Chapter 3 Reference 3.4.1 Standard	<p style="text-align: center;">CHAPTER 3.4 FLIGHT OPERATIONS</p> <p style="text-align: center;">3.4.1 Operating facilities</p> <p>The operator shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities including communication facilities and navigation aids available and directly required on such flight, for the safe operation of the aeroplane, are adequate for the type of operation under which the flight is to be conducted.</p> <p><i>Note.— “Reasonable means” in this Standard is intended to denote the use, at the point of departure, of information available to the operator either through official information published by the aeronautical information services or readily obtainable from other sources.</i></p>	CAR 91.217.	No Difference		Note: responsibility of the pilot-in-command.
Chapter 3 Reference 3.4.2.1.1 Standard	<p style="text-align: center;">3.4.2 Operational management</p> <p style="text-align: center;">3.4.2.1 Operator notification</p> <p>3.4.2.1.1 If the operator has an operating base in a State other than the State of Registry, the operator shall notify the State in which the operating base is located.</p>	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	



Report on entire 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
Chapter 3 Reference 3.4.2.1.2 Standard	3.4.2.1.2 Upon notification in accordance with 3.4.2.1.1, safety and security oversight shall be coordinated between the State in which the operating base is located and the State of Registry.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.4.2.2 Standard	3.4.2.2 Operations manual The operator shall provide, for the use and guidance of personnel concerned, an operations manual containing all the instructions and information necessary for operations personnel to perform their duties. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual. <i>Note 1.— States may reference accepted and recognized industry codes of practice as the basis for the development of an operations manual.</i> <i>Note 2.— Attachment 3.A contains guidance on the organization and content of an operations manual.</i>	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.4.2.3.1 Standard	3.4.2.3 Operating instructions — general 3.4.2.3.1 The operator shall ensure that all operations personnel are properly instructed in their particular duties and responsibilities and the relationship of such duties to the operation as a whole.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	



Report on entire 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
Chapter 3 Reference 3.4.2.3.2 Recommendation	3.4.2.3.2 Recommendation. — <i>The operator should issue operating instructions and provide information on aeroplane climb performance with all engines operating to enable the pilot-in-command to determine the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique. This information should be included in the operations manual.</i>	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	Flight manual data used where applicable.
Chapter 3 Reference 3.4.2.4 Standard	3.4.2.4 In-flight simulation of emergency situations The operator shall ensure that when passengers are being carried, no emergency or abnormal situations shall be simulated.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.4.2.5 Standard	3.4.2.5 Checklists Checklists shall be used by flight crews prior to, during and after all phases of operations, and in emergencies, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles. <i>Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).</i>	CAR 91.221.(b).	Less protective or partially implemented or not implemented	No specific reference to Human Factors principles.	



Report on entire 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
Chapter 3 Reference 3.4.2.6 Standard	3.4.2.6 Minimum flight altitudes The operator shall specify, for flights which are to be conducted in accordance with the instrument flight rules, the method of establishing terrain clearance altitudes.	CAR 91.423.	No Difference		
Chapter 3 Reference 3.4.2.7 Standard	3.4.2.7 Aerodrome operating minima The operator shall establish aerodrome operating minima, in accordance with criteria specified by the State of Registry, for each aerodrome to be used in operations. When establishing aerodrome operating minima, any conditions that may be prescribed in the list of specific approvals shall be observed. Such minima shall not be lower than any that may be established for such aerodromes by the State of the Aerodrome, except when specifically approved by that State. <i>Note.— This Standard does not require the State of the Aerodrome to establish aerodrome operating minima.</i>	CARs.	Less protective or partially implemented or not implemented	Not yet implemented. Currently aerodrome minima are published in AIPNZ. CAA approval is required for operator variances, which are added to their Operations Specifications.	
Chapter 3 Reference 3.4.2.8 Standard	3.4.2.8 Fatigue management programme The operator shall establish and implement a fatigue management programme that ensures that all operator personnel involved in the operation and maintenance of aircraft do not carry out their duties when fatigued. The programme shall address flight and duty times and be included in the operations manual. <i>Note.— Guidance on fatigue management programmes can be found in the Fatigue Management Manual for General Aviation (Doc 10033).</i>	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	



Report on entire 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
Chapter 3 Reference 3.4.2.9.1 Standard	3.4.2.9 Passengers 3.4.2.9.1 The operator shall ensure that passengers are made familiar with the location and use of: a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards.	CAR 91.211.	No Difference		
Chapter 3 Reference 3.4.2.9.2 Standard	3.4.2.9.2 The operator shall ensure that all persons on board are aware of the location and general manner of use of the principal emergency equipment carried for collective use.	CAR 91.211.	No Difference		
Chapter 3 Reference 3.4.2.9.3 Standard	3.4.2.9.3 The operator shall ensure that in an emergency during flight, passengers are instructed in such emergency action as may be appropriate to the circumstances.	CAR 91.211.	No Difference		



Report on entire 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
Chapter 3 Reference 3.4.2.9.4 Standard	3.4.2.9.4 The operator shall ensure that during take-off and landing and whenever considered necessary, by reason of turbulence or any emergency occurring during flight, all passengers on board an aeroplane are secured in their seats by means of the seat belts or harnesses provided.	CAR 91.207.	No Difference		
Chapter 3 Reference 3.4.3.1 Standard	<p style="text-align: center;">3.4.3 Flight preparation</p> <p>3.4.3.1 The operator shall develop procedures to ensure that a flight is not commenced unless:</p> <ul style="list-style-type: none"> a) the aeroplane is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the aeroplane; b) the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions; c) any necessary maintenance has been performed in accordance with Chapter 3.8; d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured; and f) the aeroplane operating limitations, contained in the flight manual, or its equivalent, will not be exceeded. 	CAR 91.101(a), 91.107, 91.501, 91.603, 91.109, 91.215, 91.109.	No Difference		Note; responsibility of the pilot-in-command.



Report on entire 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
Chapter 3 Reference 3.4.3.2 Recommendation	3.4.3.2 Recommendation. — <i>The operator should make available sufficient information on climb performance with all engines operating to enable determination of the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique.</i>	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	Flight manual data used where applicable.
Chapter 3 Reference 3.4.3.3 Standard	3.4.3.3 Operational flight planning The operator shall specify flight planning procedures to provide for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned. These procedures shall be included in the operations manual. <i>Note 1.— It is the practice in some States to declare, for flight planning purposes, higher minima for an aerodrome nominated as an alternate, than for the same aerodrome planned as that of intended landing.</i> <i>Note 2.— The requirements for flight plans are contained in Annex 2 — Rules of the Air and Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).</i>	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.4.3.4.1.1 Standard	3.4.3.4 Alternate aerodromes 3.4.3.4.1 <i>Take-off alternate aerodrome</i> 3.4.3.4.1.1 A take-off alternate aerodrome shall be selected and specified in the flight plan if either the meteorological conditions at the aerodrome of departure are below the applicable aerodrome landing minima for that operation or if it would not be possible to return to the aerodrome of departure for other reasons.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	



Report on entire 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
Chapter 3 Reference 3.4.3.4.1.2 Standard	<p>3.4.3.4.1.2 The take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure:</p> <p>a) for aeroplanes with two engines, one hour of flight time at a one-engine-inoperative cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass; or</p> <p>b) for aeroplanes with three or more engines two hours of flight time at an all engines operating cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass.</p>	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.4.3.4.1.3 Standard	<p>3.4.3.4.1.3 For an aerodrome to be selected as a take-off alternate the available information shall indicate that, at the estimated time of use, the conditions will be at or above the applicable aerodrome operating minima for that operation.</p>	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	
Chapter 3 Reference 3.4.3.5.1 Standard	<p>3.4.3.5 Fuel requirements</p> <p>3.4.3.5.1 An aeroplane shall carry a sufficient amount of usable fuel to complete the planned flight safely and to allow for deviations from the planned operation.</p>	CAR 91.403.	No Difference		



Report on entire 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
<p>Chapter 3 Reference 3.4.3.5.2</p> <p>Standard</p>	<p>3.4.3.5.2 The amount of usable fuel to be carried shall, as a minimum, be based on:</p> <p>a) fuel consumption data:</p> <ol style="list-style-type: none"> 1) provided by the aeroplane manufacturer; or 2) if available, current aeroplane-specific data derived from a fuel consumption monitoring system; and <p>b) the operating conditions for the planned flight including:</p> <ol style="list-style-type: none"> 1) anticipated aeroplane mass; 2) Notices to Airmen; 3) current meteorological reports or a combination of current reports and forecasts; 4) air traffic services procedures, restrictions and anticipated delays; and 5) the effects of deferred maintenance items and/or configuration deviations. <p><i>Note.— Where no specific fuel consumption data exist for the precise conditions of the flight, the aircraft may be operated in accordance with estimated fuel consumption data.</i></p>	<p>CARs 121.75; 125.61.</p>	<p>No Difference</p>		



Report on entire 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
<p>Chapter 3 Reference 3.4.3.5.3</p> <p>Standard</p>	<p>3.4.3.5.3 The pre-flight calculation of usable fuel required shall include:</p> <p>a) <i>taxi fuel</i>, which shall be the amount of fuel expected to be consumed before take-off taking into account local conditions at the departure aerodrome and auxiliary power unit (APU) fuel consumption;</p> <p>b) <i>trip fuel</i>, which shall be the amount of fuel required to enable the aeroplane to fly from take-off until landing at the destination aerodrome taking into account the operating conditions of 3.4.3.5.2 b);</p> <p>c) <i>contingency fuel</i>, which shall be the amount of fuel required to compensate for unforeseen factors. It shall be not less than five per cent of the planned trip fuel;</p> <p><i>Note.— Unforeseen factors are those which could have an influence on the fuel consumption to the destination aerodrome, such as deviations of an individual aeroplane from the expected fuel consumption data, deviations from forecast meteorological conditions, extended delays and deviations from planned routings and/or cruising levels.</i></p> <p>d) <i>destination alternate fuel</i>, which shall be:</p> <p>1) where a destination alternate aerodrome is required, the amount of fuel required to enable the aeroplane to:</p> <p>i) perform a missed approach at the destination aerodrome;</p> <p>ii) climb to the expected cruising altitude;</p>	<p>CARs 91.403; 121.75(c).</p>	<p>No Difference</p>		



Report on entire 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
	<ul style="list-style-type: none"> iii) fly the expected routing; iv) descend to the point where the expected approach is initiated; and v) conduct the approach and landing at the destination alternate aerodrome; or <p>2) where a flight is operated without a destination alternate aerodrome, the amount of fuel required to enable the aeroplane to fly for 15 minutes at holding speed at 450 m (1 500 ft) above destination aerodrome elevation in standard conditions; or</p> <p>3) where the aerodrome of intended landing is an isolated aerodrome:</p> <ul style="list-style-type: none"> i) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes plus 15 per cent of the flight time planned to be spent at cruising level, including final reserve fuel, or two hours, whichever is less; or ii) for a turbine-engined aeroplane, the amount of fuel required to fly for two hours at normal cruise consumption above the destination aerodrome, including final reserve fuel; <p>e) <i>final reserve fuel</i>, which shall be the amount of fuel on arrival at the destination alternate aerodrome, or the destination aerodrome when no destination alternate aerodrome is required:</p> <ul style="list-style-type: none"> 1) for a reciprocating engine aeroplane, the amount 				



Report on entire 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
	<p>of fuel required to fly for 45 minutes; or</p> <p>2) for a turbine-engined aeroplane, the amount of fuel required to fly for 30 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions;</p> <p>f) <i>additional fuel</i>, which shall be the supplementary amount of fuel required to enable the aircraft to descend as necessary and proceed to land at an alternate aerodrome in the event of engine failure or loss of pressurization based on the assumption that such a failure occurs at the most critical point along the route;</p> <p>g) <i>discretionary fuel</i>, which shall be the extra amount of fuel to be carried at the discretion of the pilot-in-command.</p>				
<p>Chapter 3 Reference 3.4.3.5.4</p> <p>Recommendation</p>	<p>3.4.3.5.4 Recommendation.— <i>Operators should determine one final reserve fuel value for each aeroplane type and variant in their fleet rounded up to an easily recalled figure.</i></p>	<p>CARs.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Not specified in rules.</p>	
<p>Chapter 3 Reference 3.4.3.5.5</p> <p>Standard</p>	<p>3.4.3.5.5 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.</p> <p><i>Note.— Nothing in 3.4.3.5 precludes the in-flight amendment of a flight plan to re-plan that flight to another aerodrome, provided that the requirements of 3.4.3.5 can be complied with from the point where the flight is re-planned.</i></p>	<p>CAR 121.75(d).</p>	<p>No Difference</p>		



Report on entire 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
Chapter 3 Reference 3.4.3.6.1 Standard	3.4.3.6 In-flight fuel management 3.4.3.6.1 The operator shall establish policies and procedures to ensure that in-flight fuel checks and fuel management are performed.	CAR 121.75(a).	No Difference		
Chapter 3 Reference 3.4.3.6.2 Standard	3.4.3.6.2 The pilot-in-command shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing. <i>Note.— The protection of final reserve fuel is intended to ensure a safe landing at any aerodrome when unforeseen occurrences may not permit safe completion of an operation as originally planned. Guidance on flight planning including the circumstances that may require re-analysis, adjustment and/or re-planning of the planned operation before take-off or en-route, is contained in the Flight Planning and Fuel Management (FPFM) Manual (Doc 9976).</i>	CAR 91.403(2).	No Difference		
Chapter 3 Reference 3.4.3.6.3 Standard	3.4.3.6.3 The pilot-in-command shall request delay information from ATC when unanticipated circumstances may result in landing at the destination aerodrome with less than the final reserve fuel plus any fuel required to proceed to an alternate aerodrome or the fuel required to operate to an isolated aerodrome.	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	



Report on entire 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
Chapter 3 Reference 3.4.3.6.4 Standard	<p>3.4.3.6.4 The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than the planned final reserve fuel.</p> <p><i>Note.— The declaration of MINIMUM FUEL informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.</i></p>	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	
Chapter 3 Reference 3.4.3.6.5 Standard	<p>3.4.3.6.5 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL when the calculated usable fuel estimated to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.</p> <p><i>Note 1.— The planned final reserve fuel refers to the value calculated in 3.4.3.5.3 e) and is the minimum amount of fuel required upon landing at any aerodrome.</i></p> <p><i>Note 2.— The words “MAYDAY FUEL” describe the nature of the distress conditions as required in Annex 10, Volume II, 5.3.2.1.1, b) 3).</i></p>	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	



Report on entire 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
<p>Chapter 3 Reference 3.4.3.7.1</p> <p>Recommendation</p>	<p>3.4.3.7 Additional requirements for operations beyond 60 minutes to an en-route alternate aerodrome</p> <p>Recommendation.— <i>When conducting operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome operators should ensure that:</i></p> <p><i>a) en-route alternate aerodromes are identified; and</i></p> <p><i>b) the pilot-in-command has access to current information on the identified en-route alternate aerodromes, including operational status and meteorological conditions.</i></p>	<p>CAR 121.953.</p>	<p>No Difference</p>		
<p>Chapter 3 Reference 3.4.3.8.1</p> <p>Standard</p>	<p>3.4.3.8 Refuelling with passengers on board</p> <p>3.4.3.8.1 An aeroplane shall not be refuelled when passengers are embarking, on board or disembarking unless it is properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.</p>	<p>CAR 91.15.</p>	<p>More Exacting or Exceeds</p>	<p>Not permitted.</p>	



Report on entire 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
<p>Chapter 3 Reference 3.4.3.8.2</p> <p>Standard</p>	<p>3.4.3.8.2 When refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's intercommunication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane.</p> <p><i>Note 1.— The provisions of 3.4.3.5.1 do not necessarily require the deployment of integral aeroplane stairs or the opening of emergency exits as a prerequisite to refuelling.</i></p> <p><i>Note 2.— Provisions concerning aircraft refuelling are contained in Annex 14, Volume I, and guidance on safe refuelling practices is contained in the Airport Services Manual (Doc 9137), Parts 1 and 8.</i></p> <p><i>Note 3.— Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.</i></p>	<p>CAR 91.15.</p>	<p>More Exacting or Exceeds</p>	<p>Not permitted.</p>	
<p>Chapter 3 Reference 3.4.3.9.1</p> <p>Standard</p>	<p>3.4.3.9 Oxygen supply</p> <p>3.4.3.9.1 A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply:</p> <p>a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and</p> <p>b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.</p>	<p>CAR 91.209.</p>	<p>No Difference</p>		



Report on entire 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
Chapter 3 Reference 3.4.3.9.2 Standard	3.4.3.9.2 A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.	CAR 91.209.	No Difference		
Chapter 3 Reference 3.4.4.1.1 Recommendation	<p style="text-align: center;">3.4.4 In-flight procedures</p> <p style="text-align: center;">3.4.4.1 Instrument approaches</p> <p>Recommendation.— <i>In the aircraft operating manual recommended in 3.6.1.2 the operator should include operating procedures for conducting instrument approaches.</i></p>	AIPNZ.	Different in character or other means of compliance	Instrument approach procedures are published in AIPNZ.	
Chapter 3 Reference 3.4.4.2.1 Standard	3.4.4.2 Use of oxygen 3.4.4.2.1 All flight crew members, when engaged in performing duties essential to the safe operation of an aeroplane in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in 3.4.3.9.1 or 3.4.3.9.2.	CAR 91.209.	No Difference		



Report on entire 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
Chapter 3 Reference 3.4.4.2.2 Standard	3.4.4.2.2 All flight crew members of pressurized aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa shall have available at the flight duty station a quick-donning type of oxygen mask which will readily supply oxygen upon demand.	CAR 91.209.	No Difference		
Chapter 3 Reference 3.4.4.3.1 Recommendation	3.4.4.3 Aeroplane operating procedures for noise abatement 3.4.4.3.1 Recommendation. — <i>Aeroplane operating procedures for noise abatement should comply with the provisions of PANS-OPS (Doc 8168), Volume I.</i>	CAR Part 93 Appendix D.	No Difference		
Chapter 3 Reference 3.4.4.3.2 Recommendation	3.4.4.3.2 Recommendation. — <i>Noise abatement procedures specified by the operator for any one aeroplane type should be the same for all aerodromes.</i> <i>Note.</i> — <i>A single procedure may not satisfy the requirements at some aerodromes.</i>	CAR Part 93.	Less protective or partially implemented or not implemented	Not all aerodromes are specified.	See also CAR 91.803.



Report on entire 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
<p>Chapter 3 Reference 3.4.4.4.1</p> <p>Recommendation</p>	<p>3.4.4.4 Aeroplane operating procedures for rates of climb and descent</p> <p>Recommendation.— <i>Unless otherwise specified in an air traffic control instruction, to avoid unnecessary airborne collision avoidance system (ACAS II) resolution advisories in aircraft at or approaching adjacent altitudes or flight levels, pilots should consider using appropriate procedures to ensure that a rate of climb or descent of less than 8 m/s or 1 500 ft/min (depending on the instrumentation available) is achieved throughout the last 300 m (1 000 ft) of climb or descent to the assigned altitude or flight level, when made aware of another aircraft at or approaching an adjacent altitude or flight level.</i></p> <p><i>Note.</i>— <i>Material concerning the development of these procedures is contained in PANS-OPS (Doc 8168), Volume I, Part III, Section 3, Chapter 3.</i></p>	<p>CAR Part 91.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Not specified.</p>	



Report on entire 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
Chapter 3 Reference 3.4.4.5 Standard	<p>3.4.4.5 Aeroplane operating procedures for landing performance (As of 5 November 2020)</p> <p>An approach to land shall not be continued below 300 m (1 000 ft) above aerodrome elevation unless the pilot-in-command is satisfied that, with the runway surface condition information available, the aeroplane performance information indicates that a safe landing can be made.</p> <p><i>Note 1.— The procedures for using runway surface condition information on board aircraft are contained in the PANS-Aerodromes (Doc 9981) and in the performance section of the aeroplane flight manual; for aeroplanes certificated in accordance with Annex 8, Part IIIB, in the Aeroplane Performance Manual (Doc 10064).</i></p> <p><i>Note 2.— Guidance on development of aeroplane performance information for aeroplanes certificated in accordance with Annex 8, Part IIIB is contained in the Aeroplane Performance Manual (Doc 10064).</i></p>		Not Applicable		Applicable 5 Nov 20. Under consideration for implementation by the due date.
Chapter 3 Reference 3.4.5.1 Standard	<p>3.4.5 Duties of pilot-in-command</p> <p>3.4.5.1 The pilot-in-command shall ensure that the checklists specified in 3.4.2.5 are complied with in detail.</p>	CAR 91.221(b)(b).	No Difference		



Report on entire 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
Chapter 3 Reference 3.4.5.2 Standard	<p>3.4.5.2 The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the aeroplane, resulting in serious injury or death of any person or substantial damage to the aeroplane or property. In the event that the pilot-in-command is incapacitated the operator shall take the forgoing action.</p> <p><i>Note.— A definition of the term “serious injury” is contained in Annex 13.</i></p>	CA Act 1990 s26.	No Difference		
Chapter 3 Reference 3.4.5.3 Standard	<p>3.4.5.3 The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.</p>	CAR 91.201(3).	No Difference		
Chapter 3 Reference 3.4.5.4 Standard	<p>3.4.5.4 The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 2.8.2.</p> <p><i>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”.</i></p>	CAR 91.112, 91.619.	Less protective or partially implemented or not implemented	Rule does not place responsibility specifically on pilot-in-command.	



Report on entire 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
Chapter 3 Reference 3.4.6 Standard	<p>3.4.6 Cabin baggage (take-off and landing)</p> <p>The operator shall specify procedures to ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.</p>	CAR 91.213.	No Difference		
Chapter 3 Reference 3.5.1.1 Recommendation	<p>CHAPTER 3.5 AEROPLANE PERFORMANCE OPERATING LIMITATIONS</p> <p>3.5.1 General</p> <p>Recommendation.— <i>For aeroplanes for which Parts IIIA and IIIB of Annex 8 are not applicable because of the exemption provided for in Article 41 of the Convention, the State of Registry should ensure that the level of performance specified in 3.5.2 should be met as far as practicable.</i></p>		Not Applicable		



Report on entire 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
Chapter 3 Reference 3.5.2.1 Standard	<p>3.5.2 Applicable to aeroplanes certificated in accordance with Parts IIIA and IIIB of Annex 8</p> <p>3.5.2.1 The Standards contained in 3.5.2.2 to 3.5.2.9 inclusive are applicable to the aeroplanes to which Parts IIIA and IIIB of Annex 8 are applicable.</p> <p><i>Note.— The Standards of Annex 8 — Airworthiness of Aircraft, Parts IIIA and IIIB, apply to all aeroplanes of over 5 700 kg maximum certificated take-off mass intended for the carriage of passengers or cargo or mail in international air navigation.</i></p>	CAR Part 91.	No Difference		
Chapter 3 Reference 3.5.2.2 Standard	<p>3.5.2.2 An aeroplane shall be operated in compliance with the terms of its certificate of airworthiness and within the approved operating limitations contained in its flight manual.</p>	CAR 91.101, 91.109.	No Difference		
Chapter 3 Reference 3.5.2.3 Standard	<p>3.5.2.3 The State of Registry shall take such precautions as are reasonably possible to ensure that the general level of safety contemplated by these provisions is maintained under all expected operating conditions, including those not covered specifically by the provisions of this chapter.</p>	CA Act 1990, CARs and ACs.	No Difference		
Chapter 3 Reference 3.5.2.4 Standard	<p>3.5.2.4 A flight shall not be commenced unless the performance information provided in the flight manual indicates that the Standards of 3.5.2.5 to 3.5.2.9 can be complied with for the flight to be undertaken.</p>	CAR 91.109.	No Difference		



Report on entire 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
Chapter 3 Reference 3.5.2.5 Standard	3.5.2.5 Until 3 November 2021, in applying the Standards of this chapter, account shall be taken of all factors that significantly affect the performance of the aeroplane (such as: mass, operating procedures, the pressure altitude appropriate to the elevation of the aerodrome, temperature, wind, runway gradient and condition of runway, i.e. presence of slush, water and/or ice, for landplanes, water surface condition for seaplanes). 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 comprehensive and detailed code of performance in accordance with which the aeroplane is being operated.	CAR 91.109.	No Difference		This is standard flight manual content.
Chapter 3 Reference 3.5.2.5 Standard	3.5.2.5 As of 4 November 2021, in applying the Standards of this chapter, account shall be taken of all factors that significantly affect the performance of the aeroplane (such as: mass, operating procedures, the pressure altitude appropriate to the elevation of the aerodrome, runway slope, the ambient temperature, wind, and surface conditions of the runway at the expected time of use, i.e. presence of slush, water and/or ice, for landplanes, water surface condition for seaplanes). 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 comprehensive and detailed code of performance in accordance with which the aeroplane is being operated. <i>Note.— As of 4 November 2021, guidelines for using runway surface condition information on board aircraft in accordance with 2.2.4.4 are contained in the PANS-Aerodromes (Doc 9981) and in the Aeroplane Performance Manual (Doc 10064).</i>	CAR 91.109.	No Difference		This is standard flight manual content.



Report on entire 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
<p>Chapter 3 Reference 3.5.2.6 Standard</p>	<p>3.5.2.6 Mass limitations</p> <p>a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 3.5.2.7 is complied with, or the mass at which 3.5.2.8 and 3.5.2.9 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 3.5.2.8 and 3.5.2.9 and, in respect of alternate aerodromes, 3.5.2.6 c) and 3.5.2.9.</p> <p>b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight manual for the pressure altitude appropriate to the elevation of the aerodrome, and if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition.</p> <p>c) In no case shall the estimated mass for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure altitude appropriate to the elevation of those aerodromes, and if used as a parameter to determine the maximum landing mass, any other local atmospheric condition.</p> <p>d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the relevant maximum masses 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 aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the</p>	<p>CAR 91.109.</p>	<p>No Difference</p>		



Report on entire 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
	aerodrome is situated.				
Chapter 3 Reference 3.5.2.7 Standard	<p>3.5.2.7 <i>Take-off.</i> The aeroplane shall be able, in the event of a critical engine failing at any point in the take-off, either to discontinue the take-off and stop within either the accelerate-stop distance available or the runway available, or to continue the take-off and clear all obstacles along the flight path by an adequate margin until the aeroplane is in a position to comply with 3.5.2.8.</p> <p><i>Note.— Until 3 November 2021, “An adequate margin” referred to in this provision is illustrated by the appropriate examples included in Attachment B to Annex 6, Part I.</i></p> <p><i>Note.— As of 4 November 2021, “An adequate margin” referred to in this provision is illustrated by the appropriate examples included in the Aeroplane Performance Manual (Doc 10064).</i></p>	CAR 91.109.	No Difference		
Chapter 3 Reference 3.5.2.7.1 Standard	3.5.2.7.1 In determining the length of the runway available, account shall be taken of the loss, if any, of runway length due to alignment of the aeroplane prior to take-off.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 3 Reference 3.5.2.8 Standard	3.5.2.8 <i>En route — one engine inoperative.</i> The aeroplane shall be able, in the event of the critical engine becoming inoperative at any point along the route or planned diversions therefrom, to continue the flight to an aerodrome at which the Standard of 3.5.2.9 can be met, without flying below the minimum obstacle clearance altitude at any point.	CARs.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	



Report on entire 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
<p>Chapter 3 Reference 3.5.2.9 Standard</p>	<p>3.5.2.9 <i>Landing.</i> The aeroplane shall, at the aerodrome of intended landing and at any alternate aerodrome, after clearing all obstacles in the approach path by a safe margin, be able to land, with assurance that it can come to a stop or, for a seaplane, to a satisfactorily low speed, within the landing distance available. Allowance shall be made for expected variations in the approach and landing techniques, if such allowance has not been made in the scheduling of performance data.</p> <p><i>Note.— As of 4 November 2021, guidance on appropriate margins for the “at time of landing assessment” are contained in the Aeroplane Performance Manual (Doc 10064).</i></p>	<p>CARs.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Not implemented for non-commercial operations.</p>	



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



Report on entire 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
Chapter 3 Reference 3.6.1.2 Recommendation	<p>3.6.1.2 Recommendation.— <i>The operator should provide operations staff and flight crew with 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 should be consistent with the aircraft flight manual and checklists to be used. The design of the manual should observe Human Factors principles.</i></p> <p><i>Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).</i></p>	CAR 91.111(2).	No Difference		



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



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



Report on entire 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
Chapter 3 Reference 3.6.3.1.1.1 Standard	<p style="text-align: center;">3.6.3 Flight recorders</p> <p style="text-align: center;">3.6.3.1 Flight data recorders</p> <p>3.6.3.1.1 Applicability</p> <p>3.6.3.1.1.1 All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2005 shall be equipped with an FDR which shall record at least 78 parameters listed in Table A2.3-1 of Appendix 2.3.</p>		Not Applicable		
Chapter 3 Reference 3.6.3.1.1.2 Standard	<p>3.6.3.1.1.2 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1989 shall be equipped with an FDR which shall record at least the first 32 parameters listed in Table A2.3-1 of Appendix 2.3.</p>		Not Applicable		
Chapter 3 Reference 3.6.3.1.1.3 Recommendation	<p>3.6.3.1.1.3 Recommendation.— <i>All aeroplanes of a maximum certificated take-off mass of over 5 700 kg, up to and including 27 000 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 16 parameters listed in Table A2.3-1 of Appendix 2.3.</i></p>		Not Applicable		



Report on entire 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
Chapter 3 Reference 3.6.3.2.1.1 Standard	3.6.3.2 Cockpit voice recorders 3.6.3.2.1 Applicability 3.6.3.2.1.1 All turbine-engined aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2016 and required to be operated by more than one pilot shall be equipped with a CVR.		Not Applicable		
Chapter 3 Reference 3.6.3.2.1.2 Standard	3.6.3.2.1.2 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1987 shall be equipped with a CVR.		Not Applicable		Note: there are no aeroplanes of this class on the New Zealand register used in general aviation operations.
Chapter 3 Reference 3.6.3.2.1.3 Recommendation	3.6.3.2.1.3 Recommendation. — <i>All aeroplanes of a maximum certificated take-off mass of over 5 700 kg, up to and including 27 000 kg, for which the individual certificate of airworthiness is first issued on or after 1 January 1987, should be equipped with a CVR.</i>		Not Applicable		
Chapter 3 Reference 3.6.3.2.2.1 Standard	3.6.3.2.2 Duration 3.6.3.2.2.1 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2022 shall be equipped with a CVR capable of retaining the information recorded during at least the last 25 hours of its operation.		Not Applicable		Under consideration for implementation by the due date.



Report on entire 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
Chapter 3 Reference 3.6.3.3.1 Recommendation	3.6.3.3 Combination recorders Recommendation. — <i>All aeroplanes of a maximum certificated take-off mass over 5 700 kg, required to be equipped with an FDR and a CVR, may alternatively be equipped with two combination recorders (FDR/CVR).</i>		Not Applicable		
Chapter 3 Reference 3.6.3.4.1 Standard	3.6.3.4 Aeroplanes on long-range over-water flights 3.6.3.4.1 The operator of an aeroplane operated on an extended flight over water shall determine the risks to survival of the occupants of the aeroplane in the event of a ditching. The operator shall take into account the operating environment and conditions such as, but not limited to, sea state and sea and air temperatures, the distance from land suitable for making an emergency landing, and the availability of search and rescue facilities. Based upon the assessment of these risks, the operator shall, in addition to the equipment required in 2.4.4.3, ensure that the aeroplane is appropriately equipped with: a) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such lifesaving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and b) equipment for making the distress signals described in Annex 2.	CAR 91.525.	No Difference		



Report on entire 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
Chapter 3 Reference 3.6.3.4.2 Standard	3.6.3.4.2 Each life jacket and equivalent individual flotation device, when carried in accordance with 2.4.4.3, shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons, except where the requirement of 2.4.4.3.1 is met by the provision of individual flotation devices other than life jackets.	CAR Part 91 Appendix A, A.14.	No Difference		
Chapter 3 Reference 3.6.3.5.1 Standard	3.6.3.5 Aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 1990 3.6.3.5.1 Pressurized aeroplanes intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa shall be equipped with a device to provide positive warning to the flight crew of any dangerous loss of pressurization.	CAR 91.531.	No Difference		
Chapter 3 Reference 3.6.3.5.2 Standard	3.6.3.5.2 An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 3.4.3.9.1.	CAR 91.533.	No Difference		
Chapter 3 Reference 3.6.3.5.3 Standard	3.6.3.5.3 An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 3.4.3.9.2.	CAR 91.535.	No Difference		



Report on entire 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
Chapter 3 Reference 3.6.4 Standard	<p align="center">3.6.4 Aeroplanes in icing conditions</p> <p>Aeroplanes shall be equipped with suitable de-icing and/or anti-icing devices when operated in circumstances in which icing conditions are reported to exist or are expected to be encountered.</p>	CAR 91.421.	No Difference		
Chapter 3 Reference 3.6.5.1 Standard	<p align="center">3.6.5 Aeroplanes operated in accordance with the instrument flight rules</p> <p>3.6.5.1 In addition to the requirements contained in 2.4.7, aeroplanes when operated in accordance with the instrument flight rules, or when the aeroplane cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be equipped with two independent altitude measuring and display systems.</p>	CAR 91.509, 91.517.	No Difference		
Chapter 3 Reference 3.6.5.2.1 Standard	<p>3.6.5.2 Aeroplanes over 5 700 kg — Emergency power supply for electrically operated attitude indicating instruments</p> <p>3.6.5.2.1 Aeroplanes of a maximum certificated take-off mass of over 5 700 kg newly introduced into service after 1 January 1975 shall be fitted with an emergency power supply, independent of the main electrical generating system, for the purpose of operating and illuminating, for a minimum period of 30 minutes, an attitude indicating instrument (artificial horizon), clearly visible to the pilot-in-command. The emergency power supply shall be automatically operative after the total failure of the main electrical generating system and clear indication shall be given on the instrument panel that the attitude indicator(s) is being operated by emergency power.</p>	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	



Report on entire 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
Chapter 3 Reference 3.6.5.2.2 Recommendation	3.6.5.2.2 Recommendation. — <i>Aircraft with advanced cockpit automation systems (glass cockpits) should have system redundancy that provides the flight crew with attitude, heading, airspeed and altitude indications in case of failure of the primary system or display.</i>	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 3 Reference 3.6.5.2.3 Standard	3.6.5.2.3 Instruments that are used by any one pilot shall be so arranged as to permit the pilot to see their indications readily from his or her station, with the minimum practicable deviation from the position and line of vision normally assumed when looking forward along the flight path.	CAR 91.503.	No Difference		
Chapter 3 Reference 3.6.6 Standard	3.6.6 Pressurized aeroplanes when carrying passengers — weather-detecting equipment Pressurized aeroplanes when carrying passengers shall be equipped with operative weather-detecting equipment capable of detecting thunderstorms whenever such aeroplanes are being operated in areas where such conditions may be expected to exist along the route either at night or under instrument meteorological conditions.	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	



Report on entire 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
<p>Chapter 3 Reference 3.6.7.1</p> <p>Recommendation</p>	<p>3.6.7 Aeroplanes operated above 15 000 m (49 000 ft) — radiation indicator</p> <p>Recommendation.— <i>Aeroplanes intended to be primarily operated above 15 000 m (49 000 ft) should carry equipment to measure and indicate continuously the dose rate of total cosmic radiation being received (i.e. the total of ionizing and neutron radiation of galactic and solar origin) and the cumulative dose on each flight. The display unit of the equipment shall be readily visible to a flight crew member.</i></p> <p><i>Note.</i>— <i>The equipment is calibrated on the basis of assumptions acceptable to the appropriate national authorities.</i></p>		Not Applicable		No aeroplanes on the New Zealand register certificated to operate above 15 000 m (49 000 ft).
<p>Chapter 3 Reference 3.6.8.1</p> <p>Standard</p>	<p>3.6.8 Aeroplanes carrying passengers — cabin crew seats</p> <p>3.6.8.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981</p> <p>Aeroplanes shall be equipped with a forward or rearward facing seat (within 15 degrees of the longitudinal axis of the aeroplane), fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 3.12.1 in respect of emergency evacuation.</p>	CAR 91.505(a)(3)(ii).	Less protective or partially implemented or not implemented	The 15-degree requirement is not specified.	



Report on entire 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
Chapter 3 Reference 3.6.8.2.1 Recommendation	<p>3.6.8.2 Aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 1981</p> <p>3.6.8.2.1 Recommendation.— <i>Aeroplanes should be equipped with a forward or rearward facing seat (within 15 degrees of the longitudinal axis of the aeroplane), fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 3.12.1 in respect of emergency evacuation.</i></p> <p><i>Note.</i>— <i>Safety harness includes shoulder straps and a seat belt which may be used independently.</i></p>	CAR 91/505(a)(3)(ii).	Less protective or partially implemented or not implemented	The 15-degree requirement is not specified.	
Chapter 3 Reference 3.6.8.2.2 Standard	3.6.8.2.2 Cabin crew seats provided in accordance with 3.6.8.1 or 3.6.8.2.1 shall be located near floor level and other emergency exits as required by the State of Registry for emergency evacuation.	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 3 Reference 3.6.9.1 Recommendation	<p>3.6.9 Aeroplanes required to be equipped with an airborne collision avoidance system (ACAS)</p> <p>3.6.9.1 Recommendation.— <i>All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 kg, or authorized to carry more than 30 passengers, for which the individual airworthiness certificate is first issued after 24 November 2005, should be equipped with an airborne collision avoidance system (ACAS II).</i></p>	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	



Report on entire 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
Chapter 3 Reference 3.6.9.2 Standard	3.6.9.2 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 kg, or authorized to carry more than 30 passengers, for which the individual airworthiness certificate is first issued after 1 January 2007, shall be equipped with an airborne collision avoidance system (ACAS II).	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.6.9.3 Recommendation	3.6.9.3 Recommendation. — <i>All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg but not exceeding 15 000 kg, or authorized to carry more than 19 passengers, for which the individual airworthiness certificate is first issued after 1 January 2008, should be equipped with an airborne collision avoidance system (ACAS II).</i>	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.6.10 Standard	3.6.10 Aeroplanes required to be equipped with a pressure-altitude reporting transponder Aeroplanes shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV. <i>Note.— This provision is intended to improve the effectiveness of air traffic services as well as airborne collision avoidance systems.</i>	CAR 91.541.	No Difference		



Report on entire 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
Chapter 3 Reference 3.6.11 Standard	<p style="text-align: center;">3.6.11 Microphones</p> <p>All flight crew members required to be on flight deck duty shall communicate through boom or throat microphones below the transition level/altitude.</p>	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	



Report on entire 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
<p>Chapter 3 Reference 3.7.1 Standard</p>	<p style="text-align: center;">CHAPTER 3.7 AEROPLANE COMMUNICATION, NAVIGATION AND SURVEILLANCE EQUIPMENT</p> <p style="text-align: center;">3.7.1 Communication equipment</p> <p>In addition to the requirements of 2.5.1.1 to 2.5.1.5, an aeroplane shall be provided with radio communication equipment capable of:</p> <ul style="list-style-type: none"> a) conducting two-way communication for aerodrome control purposes; b) receiving meteorological information at any time during flight; and c) conducting two-way communication at any time during flight with at least one aeronautical station and with such other aeronautical stations and on such frequencies as may be prescribed by the appropriate authority. <p><i>Note.— The requirements of 3.7.1 are considered fulfilled if the ability to conduct the communications specified therein is established during radio propagation conditions which are normal for the route.</i></p>	<p>CAR 91.513, 91.515, 91.519(a).</p>	<p>No Difference</p>		



Report on entire 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
Chapter 3 Reference 3.7.2 Standard	<p style="text-align: center;">3.7.2 Installation</p> <p>The equipment installation shall be such that the failure of any single unit required for communications, navigation or surveillance purposes or any combination thereof will not result in the failure of another unit required for communications, navigation or surveillance purposes.</p>	CAR 91.519(g).	Less protective or partially implemented or not implemented	Not specified for non-commercial operations, except for operations in RVSM or MNPS airspace.	
Chapter 3 Reference 3.7.3.1 Standard	<p style="text-align: center;">3.7.3 Electronic navigation data management</p> <p>3.7.3.1 The operator of an aeroplane shall not employ electronic navigation data products that have been processed for application in the air and on the ground unless the State of Registry has approved the operator's procedures for ensuring that the process applied and the products delivered have met acceptable standards of integrity and that the products are compatible with the intended function of the existing equipment. The State of Registry shall ensure that the operator continues to monitor both the process and products.</p> <p><i>Note.— Guidance relating to the processes that data suppliers may follow is contained in RTCA DO-200A/EUROCAE ED-76 and RTCA DO-201A/EUROCAE ED-77.</i></p>	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 3 Reference 3.7.3.2 Standard	<p>3.7.3.2 The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aeroplanes.</p>	CARs.	Less protective or partially implemented or not implemented	Not implemented.	



Report on entire 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
<p>Chapter 3 Reference 3.8.1.1</p> <p>Standard</p>	<p style="text-align: center;">CHAPTER 3.8 AEROPLANE MAINTENANCE††</p> <p style="text-align: center;">3.8.1 Operator's maintenance responsibilities††</p> <p>3.8.1.1 The operator shall comply with the requirements of 2.6.1.</p> <p>-----</p> <p>†† As of 5 November 2020, the following Chapter and section will be titled: Chapter 3.8 — <i>Aeroplane Continuing Airworthiness</i> Paragraph 3.8.1 — <i>Operator's Continuing Airworthiness Responsibilities</i></p>	<p>CAR 91.603, 91.101, 91.621, 91.617, 43.101, 91.605.</p>	<p>No Difference</p>		
<p>Chapter 3 Reference 3.8.1.2</p> <p>Recommendation</p>	<p>3.8.1.2 Recommendation.— <i>The operator should ensure that all maintenance personnel receive initial and continuation training acceptable to the State of Registry and appropriate to their assigned tasks and responsibilities. This should include Human Factors and coordination with other maintenance personnel and flight crew.</i></p> <p><i>Note.</i>— <i>Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).</i></p>	<p>CAR 145.51(b).</p>	<p>No Difference</p>		



Report on entire 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
Chapter 3 Reference 3.8.2.1 Recommendation	<p>3.8.2 Operator's maintenance control manual</p> <p>Recommendation.— <i>The operator should provide a maintenance control manual, as specified in 3.11.1, for the use and guidance of maintenance and operations personnel. The design of the manual should observe Human Factors principles.</i></p> <p><i>Note 1.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Note 2.— States may provide guidance material as outlined in 3.11.2 or reference accepted industry codes of practice.</i></p>	CAR 91.605.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.8.3.1 Standard	<p>3.8.3 Maintenance programme</p> <p>3.8.3.1 The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, acceptable to the State of Registry, containing the information required by 3.11.2. The design and application of the operator's maintenance programme shall observe Human Factors principles.</p> <p><i>Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).</i></p>	CAR 91.605.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.8.3.2 Standard	<p>3.8.3.2 Copies of all amendments to the maintenance programme shall be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.</p>	CAR 91.605.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	



Report on entire 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
Chapter 3 Reference 3.8.4 Standard	<p style="text-align: center;">3.8.4 Continuing airworthiness information</p> <p>The operator of an aeroplane of a maximum certificated take-off mass in excess of 5 700 kg shall, as prescribed 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 f) and 4.2.4.</p>	CAA Procedure SI-0.04d; CAR Part 12.	No Difference		
Chapter 3 Reference 3.8.5.1 Standard	<p style="text-align: center;">3.8.5 Maintenance release</p> <p>3.8.5.1 Until 4 November 2020, a maintenance release shall be completed and signed, as prescribed by the State of Registry, to certify that the maintenance work has been performed in accordance with the maintenance programme or other data and procedures acceptable to the State of Registry.</p>	CAR 43.105, 91.603(a)(7).	No Difference		
Chapter 3 Reference 3.8.5.1 Standard	<p>3.8.5.1 As of 5 November 2020, when maintenance is carried out by an approved maintenance organization, the maintenance release shall be issued by the approved maintenance organization in accordance with the provisions of Annex 8, Part II, 6.8.</p>	CAR 43.105, 91.603(a)(7).	No Difference		



Report on entire 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
Chapter 3 Reference 3.8.5.2 Standard	3.8.5.2 Until 4 November 2020, a maintenance release shall contain a certification including: a) basic details of the maintenance performed; b) the date such maintenance was completed; c) when applicable, the identity of the approved maintenance organization; and d) the identity of the person or persons signing the release.	CAR 43.105.	No Difference		
Chapter 3 Reference 3.8.5.2 Standard	3.8.5.2 As of 5 November 2020, when a maintenance is not carried out by an approved maintenance organization, the maintenance release shall be completed and signed by a person appropriately licensed in accordance with Annex 1 to certify that the maintenance work has been performed in accordance with the maintenance programme or other data and procedures acceptable to the State of Registry.	CAR 43.105.	No Difference		
Chapter 3 Reference 3.8.5.3 Standard	3.8.5.3 As of 5 November 2020, when maintenance is not carried out by an approved maintenance organization, the maintenance release shall include the following: a) basic details of the maintenance performed; b) the date such maintenance was completed; and c) the identity of the person or persons signing the release.	CAR 43.105.	No Difference		



Report on entire 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
Chapter 3 Reference 3.9.1.1 Standard	<p style="text-align: center;">CHAPTER 3.9 AEROPLANE FLIGHT CREW</p> <p style="text-align: center;">3.9.1 Composition of the flight crew</p> <p style="text-align: center;">3.9.1.1 Designation of pilot-in-command</p> <p>For each flight the operator shall designate a pilot to act as pilot-in-command.</p>	CAR 91.117.	No Difference		
Chapter 3 Reference 3.9.1.2 Standard	<p style="text-align: center;">3.9.1.2 Flight engineer</p> <p>When a separate flight engineer's station is incorporated in the design of an aeroplane, the flight crew shall include at least one flight engineer especially assigned to that station, unless the duties associated with that station can be satisfactorily performed by another flight crew member, holding a flight engineer licence, without interference with regular duties.</p>	CAR 91.109.	Less protective or partially implemented or not implemented	Not specifically required unless it is a flight manual limitation.	



Report on entire 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
Chapter 3 Reference 3.9.2 Standard	<p>3.9.2 Flight crew member emergency duties</p> <p>The operator shall, for each type of aeroplane, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation. Recurrent training in accomplishing these functions shall be contained in the operator's training programme and shall include instruction in the use of all emergency and life-saving equipment required to be carried, and drills in the emergency evacuation of the aeroplane.</p>	CAR Part 91.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.9.3.1 Standard	<p>3.9.3 Flight crew member training programmes</p> <p>3.9.3.1 The operator shall establish and maintain a training programme that is designed to ensure that a person who receives training acquires and maintains the competency to perform assigned duties, including skills related to human performance.</p>	CARs.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.9.3.2 Standard	<p>3.9.3.2 Ground and flight training programmes shall be established, either through internal programmes or through a training services provider, and shall include or make reference to a syllabus for those training programmes in the company operations manual.</p>	CARs 121.553; 125.553.	No Difference		
Chapter 3 Reference 3.9.3.3 Standard	<p>3.9.3.3 The training programme shall include training to competency for all equipment installed.</p>	CARs 121.553(b)(1); 125.555(b)(1).	No Difference		



Report on entire 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
Chapter 3 Reference 3.9.3.4 Recommendation	3.9.3.4 Recommendation. — <i>Flight simulators should be used to the maximum extent practicable for initial and annual recurrent training.</i>	CARs.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	
Chapter 3 Reference 3.9.4.1.1 Standard	<p style="text-align: center;">3.9.4 Qualifications</p> <p style="text-align: center;">3.9.4.1 Flight crew member licensing</p> <p>3.9.4.1.1 The operator shall:</p> <ul style="list-style-type: none"> a) ensure that each flight crew member assigned to duty holds a valid licence issued by the State of Registry, or if issued by another Contracting State, rendered valid by the State of Registry; b) ensure that flight crew members are properly rated; and c) be satisfied that flight crew members are competent to carry out assigned duties. 	CAR 61.5.	Less protective or partially implemented or not implemented	Onus is not placed on a non-commercial operator.	



Report on entire 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
<p>Chapter 3 Reference 3.9.4.1.2 Standard</p>	<p>3.9.4.1.2 The operator of an aeroplane equipped with an airborne collision avoidance system (ACAS II) shall ensure that each flight crew member has been appropriately trained to competency in the use of ACAS II equipment and the avoidance of collisions.</p> <p><i>Note 1.— Procedures for the use of ACAS II equipment are specified in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures. ACAS II Training Guidelines for Pilots are provided in PANS-OPS, Volume I, Attachment A to Part III, Section 3, Chapter 3.</i></p> <p><i>Note 2.— Appropriate training, to the satisfaction of the State, to competency in the use of ACAS II equipment and the avoidance of collisions may be evidenced, for example, by:</i></p> <ul style="list-style-type: none"> <i>a) possession of a type rating for an aeroplane equipped with ACAS II, where the operation and use of ACAS II are included in the training syllabus for the type rating; or</i> <i>b) possession of a document issued by a training organization or person approved by the State to conduct training for pilots in the use of ACAS II, indicating that the holder has been trained in accordance with the guidelines referred to in Note 1; or</i> <i>c) a comprehensive pre-flight briefing by a pilot who has been trained in the use of ACAS II in accordance with the guidelines referred to in Note 1.</i> 	<p>CARs.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>ACAS not specified for non-commercial operations.</p>	



Report on entire 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
Chapter 3 Reference 3.9.4.2 Standard	3.9.4.2 Recent experience — pilot-in-command The operator shall not assign a pilot to act as pilot-in-command of an aeroplane unless that pilot has made at least three take-offs and landings within the preceding 90 days on the same type of aeroplane or in a flight simulator approved for the purpose.	CAR 61.37.	No Difference		
Chapter 3 Reference 3.9.4.3 Standard	3.9.4.3 Recent experience — co-pilot The operator shall not assign a co-pilot to operate at the flight controls of an aeroplane during take-off and landing unless that pilot has made at least three take-offs and landings within the preceding 90 days on the same type of aeroplane or in a flight simulator approved for the purpose.	CAR 61.37.	Less protective or partially implemented or not implemented	Not implemented with regard to co-pilots.	
Chapter 3 Reference 3.9.4.4 Standard	3.9.4.4 Pilot proficiency checks The operator shall ensure that piloting technique and the ability to execute emergency procedures is checked periodically in such a way as to demonstrate the pilot's competence. Where the operation may be conducted under the instrument flight rules, the operator shall ensure that the pilot's competence to comply with such rules is demonstrated to either a check pilot of the operator or a representative of the State issuing the pilot licence. <i>Note.— The periodicity of the checks referred to in 3.9.4.4 is dependent upon the complexity of both the aeroplane and the operation.</i>	CAR 61.39, 61.807.	No Difference		



Report on entire 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
<p>Chapter 3 Reference 3.10.0.1</p> <p>Recommendation</p>	<p style="text-align: center;">CHAPTER 3.10 FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER</p> <p>Recommendation.— <i>The operator should ensure that any person assigned as a flight operations officer/flight dispatcher is trained and maintains familiarization with all features of the operation which are pertinent to their duties, including knowledge and skills related to Human Factors.</i></p>		Not Applicable		<p>Training and licensing of Flight Operations Officers/Flight Dispatcher is not provided for in CARs.</p>



Report on entire 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
<p>Chapter 3 Reference 3.11.1.0.1</p> <p>Recommendation</p>	<p style="text-align: center;">CHAPTER 3.11 MANUALS, LOGS AND RECORDS</p> <p><i>Note.— The following document is associated with this Annex but is not included in this chapter:</i></p> <p><i>Operational flight plan — see 3.4.3.3.</i></p> <p style="text-align: center;">3.11.1 Operator’s maintenance control manual</p> <p>Recommendation.— <i>The operator’s maintenance control manual provided in accordance with 3.8.2, which may be issued in separate parts, should be developed according to industry codes of practice or to the State of Registry’s guidance material, and should at a minimum contain information about:</i></p> <ul style="list-style-type: none"> <i>a) the means for complying with the procedures required by 3.8.1.1;</i> <i>b) the means of recording the names and duties of the person or persons required by 3.8.1.1;</i> <i>c) the maintenance programme required by 3.8.3.1;</i> <i>d) until 4 November 2020, the methods used for the completion and retention of the operator’s maintenance records required by 3.8.5;</i> <i>e) the procedures for complying with the service information reporting requirements of Annex 8, Part II, 4.2.3 f) and 4.2.4;</i> 	<p>CAR 91.605.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Maintenance control manual not specified for non-commercial operators.</p>	



Report on entire 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
	<p><i>f) the procedures for implementing action resulting from mandatory continuing airworthiness information;</i></p> <p><i>g) a system of analysis and continued monitoring of the performance and efficiency of the maintenance programme, in order to correct any deficiency in that programme;</i></p> <p><i>h) the aircraft types and models to which the manual applies;</i></p> <p><i>i) the procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified; and</i></p> <p><i>j) procedures for advising the State of Registry of significant in-service occurrences.</i></p>				



Report on entire 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
<p>Chapter 3 Reference 3.11.1.0.2 Recommendation</p>	<p>Recommendation.— <i>The operator's maintenance control manual provided in accordance with 3.8.2, which may be issued in separate parts, should be developed according to industry codes of practice or to the State of Registry's guidance material, and should at a minimum contain information about:</i></p> <ul style="list-style-type: none"> <i>a) the means for complying with the procedures required by 3.8.1.1;</i> <i>b) the means of recording the names and duties of the person or persons required by 3.8.1.1;</i> <i>c) the maintenance programme required by 3.8.3.1;</i> <i>d) as of 5 November 2020, the methods used for the completion and retention of the operator's continuing airworthiness records required by 3.8.5;</i> <i>e) the procedures for complying with the service information reporting requirements of Annex 8, Part II, 4.2.3 f) and 4.2.4;</i> <i>f) the procedures for implementing action resulting from mandatory continuing airworthiness information;</i> <i>g) a system of analysis and continued monitoring of the performance and efficiency of the maintenance programme, in order to correct any deficiency in that programme;</i> <i>h) the aircraft types and models to which the manual applies;</i> <i>i) the procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified;</i> 	<p>CAR 91.605.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Maintenance control manual not specified for non-commercial operations.</p>	



Report on entire 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
	<p><i>and</i></p> <p><i>j) procedures for advising the State of Registry of significant in-service occurrences.</i></p>				
<p>Chapter 3 Reference 3.11.2.1</p> <p>Standard</p>	<p>3.11.2 Maintenance programme</p> <p>3.11.2.1 A maintenance programme for each aeroplane as required by 3.8.3 shall contain the following information:</p> <p>a) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilization of the aeroplane;</p> <p>b) when applicable, a continuing structural integrity programme;</p> <p>c) procedures for changing or deviating from a) and b) above as approved by the State of Registry; and</p> <p>d) when applicable and approved by the State of Registry, condition monitoring and reliability programme descriptions for aircraft systems, components and engines.</p>	<p>CAR 91.605.</p>	<p>No Difference</p>		
<p>Chapter 3 Reference 3.11.2.2</p> <p>Standard</p>	<p>3.11.2.2 Maintenance tasks and intervals that have been specified as mandatory in approval of the type design, or approved changes to the maintenance programme, shall be identified as such.</p>	<p>CAR 91.603, 91.605.</p>	<p>No Difference</p>		



Report on entire 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
Chapter 3 Reference 3.11.2.3 Recommendation	3.11.2.3 Recommendation. — <i>The maintenance programme should be based on maintenance programme information made available by the State of Design or by the organization responsible for the type design, and any additional applicable experience.</i>	CAR 91.603, 91.605, 91.607.	No Difference		
Chapter 3 Reference 3.11.3 Standard	3.11.3 Flight recorder records The owner of the aeroplane, or in the case where it is leased, the lessee, shall ensure, to the extent possible, in the event the aeroplane becomes involved in an accident or incident, the preservation of all related flight recorder records and, if necessary, the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with Annex 13.	CAR 12.103.	No Difference		
Chapter 3 Reference 3.12.1 Standard	CHAPTER 3.12 CABIN CREW 3.12.1 Assignment of emergency duties The requirement for cabin crew for each type of aeroplane shall be determined by the operator, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.	CAR 91.115.	No Difference		



Report on entire 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
Chapter 3 Reference 3.12.2 Standard	<p>3.12.2 Cabin crew at emergency evacuation stations</p> <p>When cabin crew are required by a State authority, each cabin crew member assigned to emergency evacuation duties shall occupy a seat provided in accordance with 3.6.8 during take-off and landing and whenever the pilot-in-command so directs.</p>	CAR 91.205.	No Difference		
Chapter 3 Reference 3.12.3 Standard	<p>3.12.3 Protection of cabin crew during flight</p> <p>Each cabin crew member shall be seated with seat belt or, when provided, safety harness fastened during take-off and landing and whenever the pilot-in-command so directs.</p>	CAR 91.205.	No Difference		
Chapter 3 Reference 3.12.4.1 Standard	<p>3.12.4 Training</p> <p>3.12.4.1 The operator shall ensure that a training programme is completed by all persons before being assigned as a cabin crew member.</p>	CAR 91.115(c).	No Difference		



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



Report on entire 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
<p>Chapter 3 Reference 3.13.1.0.1</p> <p>Recommendation</p>	<p style="text-align: center;">CHAPTER 3.13 SECURITY</p> <p style="text-align: center;">3.13.1 Security programme</p> <p>Recommendation.— <i>Each Contracting State should ensure that each entity conducting general aviation operations, including corporate operator aviation operations, using aircraft with a maximum take-off mass greater than 5 700 kg, establishes, implements and maintains a written operator security programme that meets the requirements of the national civil aviation security programme of that State.</i></p> <p><i>Note.</i>— <i>Accepted industry codes of practice may be used as the basis for the development of a written operator security programme.</i></p>	<p>CARs.</p>	<p>Less protective or partially implemented or not implemented</p>	<p>Not implemented for non-commercial operations.</p>	

- END -