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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or 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**	**INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES** **CHAPTER 1. DEFINITIONS** When the following terms are used in the Standards and Recommended Practices for international operations with helicopters, they have the following meanings: ***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.	Civil Aviation Rules (CAR), Part 1, Definitions and Abbreviations.	Different in character or other means of compliance	This term is no longer used in New Zealand, and has been replaced by "Commercial transport operations".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. Note: Civil Aviation Rules, Advisory Circulars and the Civil Aviation Act 1990 are available on the Civil Aviation Authority of New Zealand (CAANZ) web site, http://www.caa.gov.nz.
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		
Chapter 1 Reference **Definition**	***Aircraft.*** 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 Act 1990 (CA Act 1990); CAR Part 1.	No Difference		

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Chapter 1 Reference **Definition**	***Aircraft operating manual.*** A manual, acceptable to the State of the Operator, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft. *Note.— The aircraft operating manual is part of the operations manual.*	CAR Part 1.	Different in character or other means of compliance	"Flight manual" is the equivalent term.	
Chapter 1 Reference **Definition**	***Air operator certificate (AOC).*** A certificate authorizing an operator to carry out specified commercial air transport operations.	CAR Part 1.	No Difference		Note: the requirements are specified in CAR Part 119.
Chapter 1 Reference **Definition**	***Air traffic service (ATS).*** 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**	***Airworthy.*** 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".

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Chapter 1 Reference **Definition**	***Alternate heliport.*** A heliport to which a helicopter may proceed when it becomes either impossible or inadvisable to proceed to or to land at the heliport 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 heliports include the following: *Take-off alternate*. An alternate heliport at which a helicopter would be able to land should this become necessary shortly after take-off and it is not possible to use the heliport of departure. *En-route alternate*. An alternate heliport at which a helicopter would be able to land in the event that a diversion becomes necessary while en route. *Destination alternate*. An alternate heliport at which a helicopter would be able to land should it become either impossible or inadvisable to land at the heliport of intended landing. *Note.— The heliport from which a flight departs may be an en-route or a destination alternate heliport for that flight*.	CAR Part 1.	Different in character or other means of compliance	"Alternate aerodrome". The terms "Take-off", "En-route" and "Destination" alternates are not separately defined.	
Chapter 1 Reference **Definition**	***Approach and landing phase — helicopters.*** That part of the flight from 300 m (1 000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or from the commencement of the descent in the other cases, to landing or to the balked landing point.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	

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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 NZCARs 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 space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these. *Note.— Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.*	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.	

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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".	
Chapter 1 Reference **Definition**	***Configuration deviation list (CDL).*** A list established by the organization responsible for the type design with the approval of the State of Design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction.	CAR 91.539, CAR 135.353.	Different in character or other means of compliance	This function is covered by a minimum equipment list (MEL) which is derived from the master minimum equipment list, modified locally and approved by the Airworthiness Unit.	
Chapter 1 Reference **Definition**	***Congested area.*** In relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes.	CAR Part 1.	No Difference		Note: the CAR Part 1 definition also includes industrial areas.
Chapter 1 Reference **Definition**	***Congested hostile environment.*** A hostile environment within a congested area.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	

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Chapter 1 Reference **Definition**	***Continuing airworthiness.*** The set of processes by which an aircraft, engine, rotor or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.	CAR Part 1.	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, rotor 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 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 should begin for the type of aircraft flown.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Crew member.*** A person assigned by an operator to duty on an aircraft during a flight duty period.	CAR Part 1.	No Difference		See also CAR Part 1 definition "flight crew member".

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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. *Note.— Dangerous goods are classified in Annex 18, Chapter 3.*	CA Act 1990; CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Decision altitude (DA)*** *or* ***decision height (DH).*** A specified altitude or height in a three-dimensional (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. *Note 1.— Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation.* *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.* *Note 3.— For convenience where both expressions are used they may be written in the form "decision altitude/height" and abbreviated "DA/H".*	CAR Part 1.	No Difference		Note: the rule definitions for DA and DH still refer to precision approach rather than 3D approach, but 2D and 3D instrument approach operations are also now defined separately.

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Chapter 1 Reference **Definition**	***Defined point after take-off (DPATO).*** The point, within the take-off and initial climb phase, before which the helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required. *Note.— Defined points apply to helicopters operating in performance Class 2 only.*	CARs.	Less protective or partially implemented or not implemented	Not defined.	
Chapter 1 Reference **Definition**	***Defined point before landing (DPBL).*** The point, within the approach and landing phase, after which the helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required. *Note.— Defined points apply to helicopters operating in performance Class 2 only.*	CARs.	Less protective or partially implemented or not implemented	Not defined.	
Chapter 1 Reference **Definition**	***Duty***. Any task that flight or cabin crew members are required by the operator to perform, including, for example, flight duty, administrative work, training, positioning and standby when it is likely to induce fatigue.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Duty period***. A period which starts when a flight or cabin crew member is required by an operator to report for or to commence a duty and ends when that person is free from all duties.	AC119-2.	No Difference		

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Chapter 1 Reference **Definition**	***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.	AC91-20, Guidelines for the Approval and Use of Electronic Flight Bags.	No Difference		
Chapter 1 Reference **Definition**	***Elevated heliport.*** A heliport located on a raised structure on land.	AC139-8.	No Difference		

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Chapter 1 Reference **Definition**	***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: *Automatic fixed ELT (ELT(AF)).* An automatically activated ELT which is permanently attached to an aircraft. *Automatic portable ELT (ELT(AP)).* An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft. *Automatic deployable ELT (ELT(AD)).* 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. *Survival ELT (ELT(S)).* An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.	CAR Part 1.	Less protective or partially implemented or not implemented	Automatic deployable ELT (ELT(AD)) not separately defined.	
Chapter 1 Reference **Definition**	***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).	CAR Part 1.	No Difference		Note: "aircraft engine".

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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. *Note.— EVS does not include night vision imaging systems (NVIS).*	CAR Part 1.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***En-route phase.*** That part of the flight from the end of the take-off and initial climb phase to the commencement of the approach and landing phase. *Note.— Where adequate obstacle clearance cannot be guaranteed visually, flights must be planned to ensure that obstacles can be cleared by an appropriate margin. In the event of failure of the critical engine, operators may need to adopt alternative procedures.*	CARs.	Less protective or partially implemented or not implemented	Not defined.	
Chapter 1 Reference **Definition**	***Fatigue***. A physiological state of reduced mental or physical performance capability resulting from sleep loss, extended wakefulness, circadian phase, and/or workload (mental and/or physical activity) that can impair a person's alertness and ability to adequately perform safety-related operational duties.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.
Chapter 1 Reference **Definition**	***Fatigue risk management system (FRMS)***. A data-driven means of continuously monitoring and managing fatigue-related safety risks, based upon scientific principles and knowledge as well as operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	

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Chapter 1 Reference **Definition**	***Final approach and take-off area (FATO).*** A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by helicopters operating in performance Class 1, the defined area includes the rejected take-off area available.	AC 139-8.	No Difference		
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.	Less protective or partially implemented or not implemented	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.	See also "crew member".
Chapter 1 Reference **Definition**	***Flight duty period.*** A period which commences when a flight or cabin crew member is required to report for duty that includes a flight or a series of flights and which finishes when the aircraft finally comes to rest and the engines are shut down at the end of the last flight on which he/she is a crew member.	AC119-2.	No Difference		
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		

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Chapter 1 Reference **Definition**	***Flight operations officer/flight dispatcher.*** A person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, suitably qualified in accordance with Annex 1, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
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. *Automatic deployable flight recorder (ADFR).* 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 135.367 and 135.369.	
Chapter 1 Reference **Definition**	***Flight safety documents system.*** A set of interrelated documentation established by the operator, compiling and organizing information necessary for flight and ground operations, and comprising, as a minimum, the operations manual and the operator's maintenance control manual.	CAR Part 119.	Different in character or other means of compliance	CA Rules use the term "exposition".	

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Chapter 1 Reference **Definition**	***Flight simulation training device.*** Any one of the following three types of apparatus in which flight conditions are simulated on the ground: *A flight simulator,* 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; *A flight procedures trainer,* 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; *A basic instrument flight trainer,* which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.	CAR Part 1.	Different in character or other means of compliance	Defined under "Synthetic flight trainer".	
Chapter 1 Reference **Definition**	***Flight time — helicopters.*** The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.	CAR Part 1.	Less protective or partially implemented or not implemented	Definition is not specific to helicopters.	

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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 defined.	New Zealand does not explicitly define "General Aviation", but issues a "General Aviation Air Operator Certificate" that authorises the holder to conduct air transport operations (carriage of passengers or goods for hire or reward) or commercial transport operations under CAR Part 135, Air Operations - Helicopters and Small Aeroplanes.
Chapter 1 Reference **Definition**	***Ground handling.*** Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services.	CARs.	Less protective or partially implemented or not implemented	Not defined.	Common usage term.
Chapter 1 Reference **Definition**	***Head-up display (HUD).*** A display system that presents flight information into the pilot's forward external field of view.	CAR Part 1.	Less protective or partially implemented or not implemented	Not specifically defined.	

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Chapter 1 Reference **Definition**	***Helicopter.*** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes. *Note.— Some States use the term "rotorcraft" as an alternative to "helicopter".*	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Helideck.*** A heliport located on a floating or fixed offshore structure.	AC139-8.	No Difference		
Chapter 1 Reference **Definition**	***Heliport.*** An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters. *Note 1.— Throughout this Part, when the term "heliport" is used, it is intended that the term also applies to aerodromes primarily meant for the use of aeroplanes.* *Note 2.— Helicopters may be operated to and from areas other than heliports.*	CAR Part 1.	No Difference		

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Chapter 1 Reference **Definition**	***Heliport operating minima.*** The limits of usability of a heliport for: 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**	***Hostile environment.*** An environment in which: a) a safe forced landing cannot be accomplished because the surface and surrounding environment are inadequate; or b) the helicopter occupants cannot be adequately protected from the elements; or c) search and rescue response/capability is not provided consistent with anticipated exposure; or d) there is an unacceptable risk of endangering persons or property on the ground.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	

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Chapter 1 Reference **Definition**	***Human Factors principles.*** Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.	CARs.	Less protective or partially implemented or not implemented	Not defined.	Common usage term.
Chapter 1 Reference **Definition**	***Human performance.*** Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.	CARs.	No Difference	Not defined.	Common usage term.
Chapter 1 Reference **Definition**	***Instrument approach operations.*** An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations: a) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and b) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance. *Note.— Lateral and vertical navigation guidance refers to the guidance provided either by:* *a) a ground-based radio navigation aid; or* *b) computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.*	CAR Part 1.	Different in character or other means of compliance	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.	

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Chapter 1 Reference **Definition**	***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: *Non-precision approach (NPA) procedure.* An instrument approach procedure designed for 2D instrument approach operations Type A. *Note.— Non-precision approach procedures may be flown using a continuous descent final approach (CDFA) technique. CDFAs with advisory 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.* *Approach procedure with vertical guidance (APV).* A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A. *Precision approach (PA) procedure.* 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. *Note.— Refer to Section II, Chapter 2, 2.2.8.3, for instrument approach operation types*.	CARs, Part 1.	Different in character or other means of compliance	The IAP definition does not currently 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.	

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Chapter 1 Reference **Definition**	***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. *Note.— The specified minima for visual meteorological conditions are contained in Chapter 4 of Annex 2.* --- * As defined in Annex 2.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Integrated survival suit.*** A survival suit which meets the combined requirements of the survival suit and life jacket.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Landing decision point (LDP).*** The point used in determining landing performance from which, an engine failure occurring at this point, the landing may be safely continued or a balked landing initiated. *Note.— LDP applies only to helicopters operating in performance Class 1.*	CARs.	Less protective or partially implemented or not implemented	Not defined.	Helicopter performance is not covered in NZ rules.
Chapter 1 Reference **Definition**	***Maintenance.***† 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		

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Chapter 1 Reference **Definition**	***Maintenance.***†† 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**	***Maintenance organization's procedures manual.*** A document endorsed by the head of the maintenance organization which details the maintenance organization's structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems.	CAR 145.67.	Different in character or other means of compliance	Maintenance organisation exposition.	
Chapter 1 Reference **Definition**	***Maintenance programme.*** 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.	Requirements detailed in CAR 91.605 Maintenance programmes and schedules.
Chapter 1 Reference **Definition**	***Maintenance release.***† 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. --- † Applicable until 4 November 2020.	CAR Part 1.	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.

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Chapter 1 Reference **Definition**	***Maintenance release.***†† 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. ---------- †† Applicable as of 5 November 2020.	CAR Part 1.	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.
Chapter 1 Reference **Definition**	***Master minimum equipment list (MMEL).*** A list established for a particular aircraft type by the organization responsible for the type design with the approval of the State of Design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight. The MMEL may be associated with special operating conditions, limitations or procedures.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined (but see CAR 91.539).	
Chapter 1 Reference **Definition**	***Maximum mass.*** Maximum certificated take-off mass.	CAR Part 1.	Different in character or other means of compliance	Maximum certificated take-off weight.	

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Chapter 1 Reference **Definition**	***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. *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.* *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.* *Note 3.— For convenience when both expressions are used they may be written in the form "minimum descent altitude/ height" and abbreviated "MDA/H".*	CAR Part 1.	Different in character or other means of compliance	The rule definitions still refer to non-precision rather than 2D approach, but 2D and 3D instrument approach operations are also now defined separately.	
Chapter 1 Reference **Definition**	***Minimum equipment list (MEL).*** A list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for the aircraft type.	CAR 91.539.	No Difference		

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Chapter 1 Reference **Definition**	***Modification.*** A change to the type design of an aircraft, engine or propeller. *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.*	CAR Part 1.	No Difference		

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or 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**	***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: *Required navigation performance (RNP) specification.* 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. *Area navigation (RNAV) specification.* 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. *Note 1.— The* Performance-based Navigation (PBN) Manual *(Doc 9613), Volume II, contains detailed guidance on navigation specifications.* *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.*	AIPNZ GEN 2.2.	No Difference		

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Chapter 1 Reference **Definition**	***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. *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.*	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Non-congested hostile environment.*** A hostile environment outside a congested area.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Non-hostile environment.*** An environment in which: a) a safe forced landing can be accomplished because the surface and surrounding environment are adequate; b) the helicopter occupants can be adequately protected from the elements; c) search and rescue response/capability is provided consistent with anticipated exposure; and d) the assessed risk of endangering persons or property on the ground is acceptable. *Note.— Those parts of a congested area satisfying the above requirements are considered non-hostile.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	

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Chapter 1 Reference **Definition**	***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. *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.* *Note 2.— For convenience when both expressions are used they may be written in the form "obstacle clearance altitude/height" and abbreviated "OCA/H".*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Offshore operations.*** Operations which routinely have a substantial proportion of the flight conducted over sea areas to or from offshore locations. Such operations include, but are not limited to, support of offshore oil, gas and mineral exploitation and sea-pilot transfer.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.
Chapter 1 Reference **Definition**	***Operation.*** An activity or group of activities which are subject to the same or similar hazards and which require a set of equipment to be specified, or the achievement and maintenance of a set of pilot competencies, to eliminate or mitigate the risk of such hazards. *Note.— Such activities could include, but would not be limited to, offshore operations, heli-hoist operations or emergency medical service.*	CAR Part 1.	Different in character or other means of compliance	See Part 1 definition "operate" which is not specific to helicopter operations.	

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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or 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 helicopter performance, other operating limitations and relevant expected conditions on the route to be followed and at the heliports concerned.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Operations in performance Class 1.*** Operations with performance such that, in the event of a critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, unless the failure occurs prior to reaching the take-off decision point (TDP) or after passing the landing decision point (LDP), in which cases the helicopter must be able to land within the rejected take-off or landing area.	CARs.	Less protective or partially implemented or not implemented	Not defined.	See CAR Part 1 definition "Performance-class 1 helicopter".
Chapter 1 Reference **Definition**	***Operations in performance Class 2.*** Operations with performance such that, in the event of critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, except when the failure occurs early during the take-off manoeuvre or late in the landing manoeuvre, in which cases a forced landing may be required.	CARs.	Less protective or partially implemented or not implemented	Not defined.	

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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or 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**	***Operations in performance Class 3.*** Operations with performance such that, in the event of an engine failure at any time during the flight, a forced landing will be required.	CARs.	Less protective or partially implemented or not implemented	Not defined.	
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 an Exposition, which is covered in CAR 119.125.	
Chapter 1 Reference **Definition**	***Operations specifications.*** The authorizations, conditions and limitations associated with the air operator certificate and subject to the conditions in the operations manual.	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***Operator.*** The person, organization or enterprise engaged in or offering to engage in an aircraft operation.	CAR Part 1.	Different in character or other means of compliance	See "operate".	
Chapter 1 Reference **Definition**	***Operator's maintenance control manual.*** A document which describes the operator's procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator's aircraft on time and in a controlled and satisfactory manner.	CAR Part 119.	Different in character or other means of compliance	Considered to be part of an Exposition, which is covered in CAR 119.125.	

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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or 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**	***Performance-based communication (PBC).*** Communication based on performance specifications applied to the provision of air traffic services. *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.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	PBC is not yet applied in New Zealand.
Chapter 1 Reference **Definition**	***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. *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.*	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference **Definition**	***Performance-based surveillance (PBS).*** Surveillance based on performance specifications applied to the provision of air traffic services. *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.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	PBS is not yet applied in New Zealand.

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Chapter 1 Reference **Definition**	***Pilot-in-command.*** The pilot designated by the operator, or in the case of general aviation, 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 1.	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		

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Chapter 1 Reference **Definition**	***Repair.***†† The restoration of an aircraft, engine 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**	***Rest period.*** A continuous and defined period of time, subsequent to and/or prior to duty, during which flight or cabin crew members are free of all duties.	AC119-2.	No Difference		

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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		
Chapter 1 Reference **Definition**	***Safe forced landing.*** Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.
Chapter 1 Reference **Definition**	***Safety management system (SMS).*** A systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.	AC100-1, Safety Management.	No Difference		
Chapter 1 Reference **Definition**	***Series of flights.*** Series of flights are consecutive flights that: a) begin and end within a period of 24 hours; and b) are all conducted by the same pilot-in-command.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	

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Chapter 1 Reference **Definition**	***State of Registry.*** The State on whose register the aircraft is entered. *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).*	CAR Part 1.	No Difference		
Chapter 1 Reference **Definition**	***State of the Aerodrome.*** The State in whose territory the aerodrome is located. *Note.— State of the Aerodrome includes heliports and landing locations.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***State of the Operator.*** The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	Common usage term.
Chapter 1 Reference **Definition**	***Synthetic vision system (SVS).*** A system to display data-derived synthetic images of the external scene from the perspective of the flight deck.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	

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Chapter 1 Reference **Definition**	***Take-off and initial climb phase.*** That part of the flight from the start of take-off to 300 m (1 000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or to the end of the climb in the other cases.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Take-off decision point (TDP).*** The point used in determining take-off performance from which, an engine failure occurring at this point, either a rejected take-off may be made or a take-off safely continued. *Note.— TDP applies only to helicopters operating in performance Class 1.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference **Definition**	***Visual meteorological conditions (VMC).*** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling,* equal to or better than specified minima. *Note.— The specified minima are contained in Chapter 4 of Annex 2.* --- * As defined in Annex 2.	CAR Part 1.	No Difference		

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Chapter 1 Reference **Definition**	***VTOSS.*** The minimum speed at which climb shall be achieved with the critical engine inoperative, the remaining engines operating within approved operating limits. *Note.— The speed referred to above may be measured by instrument indications or achieved by a procedure specified in the flight manual.*	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	

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Chapter 2 Reference **2** **Standard**	**CHAPTER 2. APPLICABILITY** The Standards and Recommended Practices contained in Annex 6, Part III, shall be applicable to all helicopters engaged in international commercial air transport operations or in international general aviation operations, except that these Standards and Recommended Practices are not applicable to helicopters engaged in aerial work. *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.* *Note 2.— Standards and Recommended Practices applicable to international general aviation operations with aeroplanes are to be found in Annex 6, Part II.*	CAR Parts 91, 119, 135.	No Difference		

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Chapter 1 Reference **1.1.1** **Standard**	**CHAPTER 1. GENERAL** *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 established in Article 83* bis. *Note 2.— In the case of international operations effected jointly with helicopters not all of which are registered in the same Contracting State, nothing in this Part of the Annex*	CAR 91.753(2).	No Difference		

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	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. **1.1 COMPLIANCE WITH LAWS, REGULATIONS AND PROCEDURES** 1.1.1 The operator shall ensure that all employees when abroad know that they must comply with the laws, regulations and procedures of those States in which their operations are conducted.				
Chapter 1 Reference **1.1.2** **Standard**	1.1.2 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 heliports 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 regulations and procedures as are pertinent to the performance of their respective duties in the operation of the helicopter. *Note.— Information for pilots and flight operations personnel on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.*	CAR 119.125.	No Difference		

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Chapter 1 Reference **1.1.3** **Standard**	1.1.3 The operator or a designated representative shall have responsibility for operational control. *Note.— The rights and obligations of a State in respect to the operation of helicopters registered in that State are not affected by this provision.*	CAR 119.119.	No Difference		
Chapter 1 Reference **1.1.4** **Standard**	1.1.4 Responsibility for operational control shall be delegated only to the pilot-in-command and to a flight operations officer/flight dispatcher if the operator's approved method of control and supervision of flight operations requires the use of flight operations officer/flight dispatcher personnel. *Note.— Guidance on the operational control organization and the role of the flight operations officer/flight dispatcher is contained in the* Manual of Procedures for Operations Inspection, Certification and Continued Surveillance *(Doc 8335). Detailed guidance on the authorization, duties and responsibilities of the flight operations officer/flight dispatcher is contained in the manual* Preparation of an Operations Manual *(Doc 9376). The requirements for age, skill, knowledge and experience for licensed flight operations officers/flight dispatchers are contained in Annex 1.*		Not Applicable		New Zealand does not require, or provide for the licensing of flight operations officer/flight dispatcher personnel.
Chapter 1 Reference **1.1.5** **Standard**	1.1.5 If an emergency situation which endangers the safety of the helicopter or persons becomes known first to the flight operations officer/flight dispatcher, action by that person in accordance with 2.6.1 shall include, where necessary, notification to the appropriate authorities of the nature of the situation without delay, and requests for assistance if required.		Not Applicable		

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Chapter 1 Reference **1.1.6** **Standard**	1.1.6 If an emergency situation which endangers the safety of the helicopter 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 the Operator. Such reports shall be submitted as soon as possible and normally within ten days.	CA Act 1990 s13A.	No Difference		
Chapter 1 Reference **1.1.7** **Standard**	1.1.7 Operators shall ensure that pilots-in-command have available on board the helicopter all the essential information concerning the search and rescue services in the area over which the helicopter will be flown. *Note.— This information may be made available to the pilot by means of the operations manual or such other means as is considered appropriate.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not required for Part 135 operations.	
Chapter 1 Reference **1.1.8** **Standard**	1.1.8 Operators shall ensure that flight crew members demonstrate the ability to speak and understand the language used for radiotelephony communications as specified in Annex 1.	CAR 135.55.	No Difference		

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Chapter 1 Reference **1.2.1** **Standard**	**1.2 COMPLIANCE BY A FOREIGN OPERATOR WITH LAWS, REGULATIONS AND PROCEDURES OF A STATE** 1.2.1 When a State identifies a case of non-compliance or suspected non-compliance by a foreign operator with laws, regulations and procedures applicable within that State's territory, or a similar serious safety issue with that operator, that State shall immediately notify the operator and, if the issue warrants it, the State of the Operator. Where the State of the Operator and the State of Registry are different, such notification shall also be made to the State of Registry, if the issue falls within the responsibilities of that State and warrants a notification.	CAR Part 12; CAA's surveillance system.	Different in character or other means of compliance	The provisions of this Standard are captured by the CAR Part 12 process and the CAA's surveillance system.	
Chapter 1 Reference **1.2.2** **Standard**	1.2.2 In the case of notification to States as specified in 1.2.1, if the issue and its resolution warrant it, the State in which the operation is conducted shall engage in consultations with the State of the Operator and the State of Registry, as applicable, concerning the safety standards maintained by the operator. *Note.— The* Manual of Procedures for Operations Inspection, Certification and Continued Surveillance *(Doc 8335) provides guidance on the surveillance of operations by foreign operators. The manual also contains guidance on the consultations and related activities, as specified in 1.2.2, including the ICAO model clause on aviation safety, which, if included in a bilateral or multilateral agreement, provides for consultations among States, when safety issues are identified by any of the parties to a bilateral or multilateral agreement on air services.*	CAR Part 12; CAA's surveillance system.	Different in character or other means of compliance	The provisions of this Standard are captured by the CAR Part 12 process and the CAA's surveillance system.	

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Chapter 1 Reference **1.3.1** **Recommendation**	**1.3 SAFETY MANAGEMENT** *Note.— Annex 19 includes safety management provisions for air operators. Further guidance is contained in the* Safety Management Manual (SMM) *(Doc 9859).* 1.3.1 **Recommendation.—** The *operator of a helicopter of a certified take-off mass in excess of 7 000 kg or having a passenger seating configuration of more than 9 and fitted with a flight data recorder should establish and maintain a flight data analysis programme as part of its safety management system.* *Note.— The operator may contract the operation of a flight data analysis programme to another party while retaining overall responsibility for the maintenance of such a programme.*	CAR 119.124.	Less protective or partially implemented or not implemented	The rule requires an operator to have an SMS, but the flight data analysis programme is not specifically required.	See also AC100-1, Safety Management.
Chapter 1 Reference **1.3.2** **Standard**	1.3.2 Until 6 November 2019, a flight data analysis programme shall be non-punitive and contain adequate safeguards to protect the source(s) of the data.	CAR .119.124.	Less protective or partially implemented or not implemented	Not implemented.	This is being considered in the 2019 (?) amendment to the Civil Aviation Act 1990.

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Chapter 1 Reference **1.3.2** **Standard**	*1.3.2* As of 7 November 2019, a flight data analysis programme shall contain adequate safeguards to protect the source(s) of the data in accordance with Appendix 3 to Annex 19. *Note 1.— Until 6 November 2019, guidance on the establishment of flight data analysis programmes is included in the* Manual on Flight Data Analysis Programmes (FDAP) *(Doc 10000).* *Note.— As of 7 November 2019, guidance on the establishment of flight data analysis programmes is included in the* Manual on Flight Data Analysis Programmes (FDAP) *(Doc 10000).* *Note 2.— Until 6 November 2019,* l*egal guidance for the protection of information from safety data collection and processing systems is contained in Attachment B to Annex 19.*	CAR 119.124.	Less protective or partially implemented or not implemented	Not implemented.	This is being considered in the 2019 (?) amendment to the Civil Aviation Act 1990.
Chapter 1 Reference **1.3.3** **Standard**	1.3.3 Until 6 November 2019, the operator shall establish a flight safety documents system, for the use and guidance of operational personnel, as part of its safety management system. *Note.— Until 6 November 2019, guidance on the development and organization of a flight safety documents system is provided in Attachment E.*	CAR 119.113, 119.123, 119.124. 119.125.	No Difference		

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Chapter 1 Reference **1.3.3** **Standard**	*1.3.3* 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: 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 6 of Appendix 4. *Note.— Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 to Annex 19. When an investigation under Annex 13 is instituted, investigation records are subject to the protections accorded by Annex 13.*	Transport Accident Investigation Commission (TAIC) Act 1990. Part 3.	No Difference		Note: the TAIC Act 1990 can be downloaded from the New Zealand Legislation website, http://www.legislation.govt.nz.

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Chapter 1 Reference **1.3.4** **Standard**	1.3.4 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: a) used by the operator for airworthiness or maintenance purposes; b) used by the operator in the operation of a flight data analysis programme as provided in Section II of this Annex; c) sought for use in proceedings not related to an event involving an accident or incident investigation; d) de-identified; or e) disclosed under secure procedures. *Note.— Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 to Annex 19.*	TAIC Act 1990.	No Difference		
Chapter 1 Reference **1.3.5** **Standard**	1.3.5 As of 7 November 2019, the operator shall establish a flight safety documents system, for the use and guidance of operational personnel, as part of its safety management system. *Note.— As of 7 November 2019, guidance on the development and organization of a flight safety documents system is provided in Attachment E.*	CAR 119.113, 119.123, 119.124. 119.125.	No Difference		

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Chapter 1 Reference **1.4** **Note**	**1.4 DANGEROUS GOODS** *Note 1.— Provisions for carriage of dangerous goods are contained in Annex 18.* *Note 2.— Article 35 of the Convention refers to certain classes of cargo restrictions.*		Not Applicable		Compliance data not required for Notes.
Chapter 1 Reference **1.5** **Note**	**1.5 USE OF PSYCHOACTIVE SUBSTANCES** *Note.— Provisions concerning the use of psychoactive substances are contained in Annex 1, 1.2.7 and Annex 2, 2.5.*		Not Applicable		Compliance data not required for Notes.

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Chapter 2 Reference **2.1.1** **Standard**	**CHAPTER 2. FLIGHT OPERATIONS** **2.1 OPERATING FACILITIES** 2.1.1 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 available and directly required on such flight, for the safe operation of the helicopter and the protection of the passengers, are adequate for the type of operation under which the flight is to be conducted and are adequately operated for this purpose. *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*.	CAR 91.217, 135.57.	No Difference		
Chapter 2 Reference **2.1.2** **Standard**	2.1.2 The operator shall ensure that any inadequacy of facilities observed in the course of operations is reported to the authority responsible for them, without undue delay.	CAR 91.431.	Less protective or partially implemented or not implemented	Requirement is limited to IFR operations and aeronautical teecommunications facilities.	

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Chapter 2 Reference **2.2.1.1** **Standard**	**2.2 OPERATIONAL CERTIFICATION AND SUPERVISION** **2.2.1 The air operator certificate** 2.2.1.1 The operator shall not engage in commercial air transport operations unless in possession of a valid air operator certificate issued by the State of the Operator.	CAR 119.5.	No Difference		
Chapter 2 Reference **2.2.1.2** **Standard**	2.2.1.2 The air operator certificate shall authorize the operator to conduct commercial air transport operations in accordance with the operations specifications. *Note.— Provisions for the content of the air operator certificate and its associated operations specifications are contained in 2.2.1.5 and 2.2.1.6.*	CAR 119.15.	No Difference		
Chapter 2 Reference **2.2.1.3** **Standard**	2.2.1.3 The issue of an air operator certificate by the State of the Operator shall be dependent upon the operator demonstrating an adequate organization, method of control and supervision of flight operations, training programme as well as ground handling and maintenance arrangements consistent with the nature and extent of the operations specified. *Note.— Attachment D contains guidance on the issue of an air operator certificate.*	CAR 119.125.	No Difference		

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Chapter 2 Reference **2.2.1.4** **Standard**	2.2.1.4 The continued validity of an air operator certificate shall depend upon the operator maintaining the requirements of 2.2.1.3 under the supervision of the State of the Operator.	CAR 119.151.	No Difference		
Chapter 2 Reference **2.2.1.5** **Standard**	2.2.1.5 The air operator certificate shall contain at least the following information and shall follow the layout of Appendix 3, paragraph 2: a) the State of the Operator and the issuing authority; b) the air operator certificate number and its expiration date; c) the operator name, trading name (if different) and address of the principal place of business; d) the date of issue and the name, signature and title of the authority representative; and e) the location, in a controlled document carried on board, where the contact details of operational management can be found.	CAR Part 119; CAA certification process.	Less protective or partially implemented or not implemented	Not yet implemented in respect of the Appendix 3 layout requirements, or in respect of c) and e).	The information required by c) can be found in the Operations Specification, which, in terms of New Zealand CARs, is an integral part of the AOC.

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Chapter 2 Reference **2.2.1.6** **Standard**	2.2.1.6 The operations specifications associated with the air operator certificate shall contain at least the information listed in Appendix 3, paragraph 3, and shall follow the layout of Appendix 3, paragraph 3. *Note.— Attachment D, paragraph 3.2.2, contains additional information that may be listed in the operations specifications associated with the air operator certificate.*	CAR 119.15; CAA certification process.	Less protective or partially implemented or not implemented	Not yet implemented in respect of Appendix 3 layout requirements.	Although the required information is listed in the Operations Specification, a summary page in Appendix 3 format will be added to the template operations specification to assist foreign inspectors in locating relevant information.
Chapter 2 Reference **2.2.1.7** **Standard**	2.2.1.7 Air operator certificates and their associated operations specifications first issued from 20 November 2008 shall follow the layouts of Appendix 3, paragraphs 2 and 3.	CAR Part 119; CAA certification process.	Less protective or partially implemented or not implemented	Not yet implemented in respect of Appendix 3 layout requirements.	Work is currently in progress to address this issue.
Chapter 2 Reference **2.2.1.8** **Standard**	2.2.1.8 The State of the Operator shall establish a system for both the certification and the continued surveillance of the operator in accordance with Appendix 1 to this Annex and Appendix 1 to Annex 19 to ensure that the required standards of operations established in 2.2 are maintained.	CAR Part 119; CAA's surveillance system.	No Difference		
Chapter 2 Reference **2.2.2.1** **Standard**	**2.2.2 Surveillance of operations by a foreign operator** 2.2.2.1 Contracting States shall recognize as valid an air operator certificate issued by another Contracting State provided that the requirements under which the certificate was issued are at least equal to the applicable Standards specified in this Annex and in Annex 19.	CAR Part 129.	No Difference		

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Chapter 2 Reference **2.2.2.2** **Standard**	2.2.2.2 States shall establish a programme with procedures for the surveillance of operations in their territory by a foreign operator and for taking appropriate action when necessary to preserve safety.	CAR Part 129; CAA's surveillance system.	No Difference		
Chapter 2 Reference **2.2.2.3** **Standard**	2.2.2.3 The operator shall meet and maintain the requirements established by the States in which the operations are conducted. *Note.— Guidance on the surveillance of operations by foreign operators may be found in the* Manual of Procedures for Operations Inspection, Certification and Continued Surveillance *(Doc 8335).*	CAR 91.753.	No Difference		
Chapter 2 Reference **2.2.3.1** **Standard**	**2.2.3 Operations manual** 2.2.3.1 The operator shall provide for the use and guidance of operations personnel concerned, an operations manual constructed using the guidance contained in Appendix 7. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be notified to all personnel that are required to use this manual.	CAR 119.113	Less protective or partially implemented or not implemented	Partially implemented; the requirements for the contents of the operations manual do not include all of the elements indicated in Appendix 2.	

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Chapter 2 Reference **2.2.3.2** **Standard**	2.2.3.2 The State of the Operator shall establish a requirement for the operator to provide a copy of the operations manual together with all amendments and/or revisions, for review and acceptance and, where required, approval. The operator shall incorporate in the operations manual such mandatory material as the State of the Operator may require. *Note 1.— Guidance for the organization and contents of an operations manual is provided in Appendix 7.* *Note 2.— Specific items in an operations manual require the approval of the State of the Operator in accordance with the Standards in 2.2.8, 4.1.3, 7.3.1, 10.3 and 11.2.1.*	CAR 119.125, 119.165.	No Difference		
Chapter 2 Reference **2.2.4.1** **Standard**	**2.2.4 Operating instructions — general** 2.2.4.1 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.	CAR 119.103.	No Difference		
Chapter 2 Reference **2.2.4.2** **Standard**	2.2.4.2 A helicopter rotor shall not be turned under power, for the purpose of flight, without a qualified pilot at the controls. The operator shall provide appropriately specific training and procedures to be followed for all personnel, other than qualified pilots, who are likely to carry out the turning of a rotor under power for purposes other than flight.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 2 Reference **2.2.4.3** **Recommendation**	2.2.4.3 **Recommendation.—** *The operator should issue operating instructions and provide information on helicopter climb performance with all engines operating to enable the pilot-in-command to determine the climb gradient that can be achieved during the take-off and initial climb phase for the existing take-off conditions and intended take-off technique. This information should be based on the helicopter manufacturer's or other data, acceptable to the State of the Operator, and should be included in the operations manual*.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Not implemented.	Flight manual data used where applicable.
Chapter 2 Reference **2.2.5** **Standard**	**2.2.5 In-flight simulation of emergency situations** The operator shall ensure that when passengers or cargo are being carried, no emergency or abnormal situations shall be simulated.	CAR 135.563.	No Difference		
Chapter 2 Reference **2.2.6** **Standard**	**2.2.6 Checklists** The checklists provided in accordance with 4.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual, the helicopter flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles. *Note.— Guidance material on the application of Human Factors principles can be found in the* Human Factors Training Manual *(Doc 9683)*.	CAR 91.211(b), 135.63.	Less protective or partially implemented or not implemented	No specific reference to Human Factors principles.	

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Chapter 2 Reference **2.2.7.1** **Standard**	**2.2.7 Minimum flight altitudes (operations under IFR)** 2.2.7.1 The operator shall be permitted to establish minimum flight altitudes for those routes flown for which minimum flight altitudes have been established by the State flown over or the responsible State, provided that they shall not be less than those established by that State, unless specifically approved.	CAR 91.423.	No Difference		
Chapter 2 Reference **2.2.7.2** **Standard**	2.2.7.2 The operator shall specify the method by which it is intended to determine minimum flight altitudes for operations conducted over routes for which minimum flight altitudes have not been established by the State flown over, or the responsible State, and shall include this method in the operations manual. The minimum flight altitudes determined in accordance with the above method shall not be lower than specified in Annex 2.	CAR 91.423.	No Difference		
Chapter 2 Reference **2.2.7.3** **Recommendation**	2.2.7.3 **Recommendation.—** *The method for establishing the minimum flight altitudes should be approved by the State of the Operator*.	CAR 91.423.	No Difference		

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Chapter 2 Reference **2.2.7.4** **Recommendation**	2.2.7.4 **Recommendation.—** *The State of the Operator should approve such method only after careful consideration of the probable effects of the following factors on the safety of the operation in question:* *a) the accuracy and reliability with which the position of the helicopter can be determined;* *b) the inaccuracies in the indications of the altimeters used;* *c) the characteristics of the terrain (e.g. sudden changes in the elevation);* *d) the probability of encountering unfavourable meteorological conditions (e.g. severe turbulence and descending air currents);* *e) possible inaccuracies in aeronautical charts; and* *f) airspace restrictions.*	CAR 91.423.	No Difference		
Chapter 2 Reference **2.2.8.1** **Standard**	**2.2.8 Heliport or landing location operating minima** 2.2.8.1 The State of the Operator shall require that the operator establish operating minima for each heliport or landing location to be used in operations and shall approve the method of determination of such minima. Such minima shall not be lower than any that may be established for such heliports or landing locations by the State of the Aerodrome, except when specifically approved by that State. *Note.— This Standard does not require the State of the Aerodrome to establish operating minima.*	CARs.	Less protective or partially implemented or not implemented	Not yet implemented.	Note: currently aerodrome minima are published in AIPNZ. CAA approval is required for operator variances, which are added to their Operations Specifications.

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Chapter 2 Reference **2.2.8.1.1** **Standard**	2.2.8.1.1 The State of the Operator may approve operational credit(s) for operations with helicopters equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS. Such approvals shall not affect the classification of the instrument approach procedure. *Note 1.— Operational credit includes:* *a) for the purposes of an approach ban (2.4.1.2), a minima below the heliport or landing location operating minima;* *b) reducing or satisfying the visibility requirements; or* *c) requiring fewer ground facilities as compensated for by airborne capabilities.* *Note 2.— Guidance on operational credit for aircraft equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS and CVS is contained in Attachment G and in the* Manual of All-Weather Operations *(Doc 9365).* *Note 3.— Information regarding a HUD or equivalent displays, including references to RTCA and EUROCAE documents, is contained in the* Manual of All-Weather Operations *(Doc 9365).* *Note 4.— Automatic landing system — helicopter is an automatic approach using airborne systems which provide automatic control of the flight path, to a point aligned with the landing surface, from which the pilot can transition to a safe landing by means of natural vision without the use of automatic control.*	CARs.	Less protective or partially implemented or not implemented	Not yet implememented.	As per 2.2.8.1.

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Chapter 2 Reference **2.2.8.2** **Standard**	2.2.8.2 The State of the Operator shall require that in establishing the operating minima for each heliport or landing location which will apply to any particular operation, full account shall be taken of: a) the type, performance and handling characteristics of the helicopter; b) the composition of the flight crew, their competence and experience; c) the physical characteristics of the heliport, and direction of approach; d) the adequacy and performance of the available visual and non-visual ground aids; e) the equipment available on the helicopter for the purpose of navigation, acquisition of visual references and/or control of the flight path during the approach, landing and missed approach; f) the obstacles in the approach and missed approach areas and the obstacle clearance altitude/height for the instrument approach procedures; g) the means used to determine and report meteorological conditions; and h) the obstacles in the climb-out areas and necessary clearance margins.	CARs.	Less protective or partially implemented or not implemented	Not yet implemented.	

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Chapter 2 Reference **2.2.8.3** **Standard**	2.2.8.3 Instrument approach operations shall be classified based on the designed lowest operating minima below which an approach operation shall only be continued with the required visual reference as follows: a) Type A: a minimum descent height or decision height at or above 75 m (250 ft); and b) Type B: a decision height below 75 m (250 ft). Type B instrument approach operations are categorized as: 1) Category I (CAT I): a decision height not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range not less than 550 m; 2) Category II (CAT II): a decision height lower than 60 m (200 ft), but not lower than 30 m (100 ft) and a runway visual range not less than 300 m; 3) Category IIIA (CAT IIIA): a decision height lower than 30 m (100 ft) or no decision height and a runway visual range not less than 175 m; 4) Category IIIB (CAT IIIB): a decision height lower than 15 m (50 ft), or no decision height and a runway visual range less than 175 m but not less than 50 m; and 5) Category IIIC (CAT IIIC): no decision height and no runway visual range limitations. *Note 1.— Where decision height (DH) and runway visual range (RVR) fall into different categories of operation, the instrument approach operation would be conducted in accordance with the requirements of the most*	CAR Part 1.	Less protective or partially implemented or not implemented	The rule definition does not include Types A and B classification.	Categories II to IIIC are defined in Part 1, however.

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	demanding category (e.g. an operation with a DH in the range of CAT IIIA but with an RVR in the range of CAT IIIB would be considered a CAT IIIB 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). *Note 2.— The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach operation the required visual reference is the runway environment.* *Note 3.— Guidance on approach classification as it relates to instrument approach operations, procedures, runways and navigation systems is contained in the* Manual of All-Weather Operations *(Doc 9365).*				
Chapter 2 Reference **2.2.8.4** **Standard**	2.2.8.4 Category II and Category III instrument approach operations shall not be authorized unless RVR information is provided.	CAR 91.415(a).	No Difference		

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Chapter 2 Reference **2.2.8.5** **Recommendation**	2.2.8.5 **Recommendation.—** *For instrument approach operations, heliport or landing location operating minima below 800 m visibility should not be authorized unless RVR information or an accurate measurement or observation of visibility is provided.* *Note.— Guidance on the operationally desirable and currently attainable accuracy of measurement or observation is given in Annex 3, Attachment B.*	CAR 91.415.	Less protective or partially implemented or not implemented	The 800 m criterion is not specified.	
Chapter 2 Reference **2.2.8.6** **Standard**	2.2.8.6 The operating minima for 2D instrument approach operations using instrument approach procedures shall be determined by establishing a minimum descent altitude (MDA) or minimum descent height (MDH), minimum visibility and, if necessary, cloud conditions. *Note.— For guidance on applying a continuous descent final approach (CDFA) flight technique on non-precision approach procedures refer to PANS-OPS (Doc 8168) Volume I, Part II, Section 5.*	CARs, Part 1.	Different in character or other means of compliance	MDA/MDH are defined for non-precision approaches; the term 2D is defined separately.	Note: cloud conditions are not specified in any approach minima for NZ aerodromes.
Chapter 2 Reference **2.2.8.7** **Standard**	2.2.8.7 The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing a decision altitude (DA) or decision height (DH) and the minimum visibility or RVR.	CAR Part 1.	Different in character or other means of compliance	The DA/DH definition does not include the term 3D but refers instead to precision approach. The term 3D instrument approach operation is defined separately.	

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Chapter 2 Reference **2.2.9.1** **Standard**	**2.2.9 Fuel and oil records** 2.2.9.1 The operator shall maintain fuel and oil records to enable the State of the Operator to ascertain that, for each flight, the requirements of 2.3.6 have been complied with.	CAR 135.857.	No Difference		
Chapter 2 Reference **2.2.9.2** **Standard**	2.2.9.2 Fuel and oil records shall be retained by the operator for a period of three months.	CAR 135.859.	More Exacting or Exceeds	Twelve months.	
Chapter 2 Reference **2.2.10** **Standard**	**2.2.10 Crew** *Pilot-in-command.* For each flight, the operator shall designate one pilot to act as pilot-in-command.	CAR 91.117.	No Difference		

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Chapter 2 Reference **2.2.11.1** **Standard**	**2.2.11 Passengers** 2.2.11.1 The operator shall ensure that passengers are made familiar with the location and use of: a) seat belts or harnesses; 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 2 Reference **2.2.11.2** **Standard**	2.2.11.2 The operator shall ensure that the passengers are informed of the location and general manner of use of the principal emergency equipment carried for collective use.	CAR 91.211.	No Difference		
Chapter 2 Reference **2.2.11.3** **Standard**	2.2.11.3 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		

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Chapter 2 Reference **2.2.11.4** **Standard**	2.2.11.4 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 a helicopter shall be secured in their seats by means of the seat belts or harnesses provided.	CAR 91.207.	No Difference		
Chapter 2 Reference **2.2.12** **Standard**	**2.2.12 Over-water flights** All helicopters on flights over water in a hostile environment in accordance with 4.5.1 shall be certificated for ditching. Sea state shall be an integral part of ditching information.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 2 Reference **2.3.1** **Standard**	**2.3 FLIGHT PREPARATION** 2.3.1 A flight, or series of flights, shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the helicopter is airworthy; b) the instruments and equipment prescribed in Chapter 4, for the particular type of operation to be undertaken, are installed and are sufficient for the flight; c) a maintenance release as prescribed in 6.7 has been issued in respect of the helicopter; d) the mass of the helicopter and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured; f) a check has been completed indicating that the operating limitations of Chapter 3 can be complied with for the flight to be undertaken; and g) the Standards of 2.3.3 relating to operational flight planning have been complied with.	CAR 91.201.	Different in character or other means of compliance	The Standards are met, but certifying is not a requirement.	

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Chapter 2 Reference **2.3.2** **Standard**	2.3.2 Completed flight preparation forms shall be kept by the operator for a period of three months.	CAR 135.859.	More Exacting or Exceeds	Twelve months.	
Chapter 2 Reference **2.3.3.1** **Standard**	**2.3.3 Operational flight planning** 2.3.3.1 An operational flight plan shall be completed for every intended flight or series of flights, and approved by the pilot-in-command, and shall be lodged with the appropriate authority. The operator shall determine the most efficient means of lodging the operational flight plan.	CAR 135.57(b).	Less protective or partially implemented or not implemented	No specific requirement for the operational flight plan to be "approved" by the pilot-in-command. It is normally the responsibility of the pilot-in-command to prepare and submit the flight plan.	
Chapter 2 Reference **2.3.3.2** **Standard**	2.3.3.2 The operations manual shall describe the content and use of the operational flight plan.	CAR Part 119.	Less protective or partially implemented or not implemented	Not specifically required.	
Chapter 2 Reference **2.3.4.1.1** **Standard**	**2.3.4 Alternate heliports** 2.3.4.1 *Take-off alternate heliport* 2.3.4.1.1 A take-off alternate heliport shall be selected and specified in the operational flight plan if the weather conditions at the heliport of departure are at or below the applicable heliport operating minima.	CAR 135.161.	No Difference		

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Chapter 2 Reference **2.3.4.1.2** **Standard**	2.3.4.1.2 For a heliport to be selected as a take-off alternate, the available information shall indicate that, at the estimated time of use, the conditions will be at or above the heliport operating minima for that operation.	CAR 135.161.	Different in character or other means of compliance	The rule uses the term "appropriate aerodrome".	
Chapter 2 Reference **2.3.4.2.1** **Standard**	2.3.4.2 *Destination alternate heliport* 2.3.4.2.1 For a flight to be conducted in accordance with IFR, at least one destination alternate shall be specified in the operational flight plan and the flight plan, unless: a) the duration of the flight and the meteorological conditions prevailing are such that there is reasonable certainty that, at the estimated time of arrival at the heliport of intended landing, and for a reasonable period before and after such time, the approach and landing may be made under visual meteorological conditions as prescribed by the State of the Operator; or b) the heliport of intended landing is isolated and no alternate is available. A point of no return (PNR) shall be determined.	CAR 91.405.	No Difference		No rule requiremen for b), which is currently not applicable.
Chapter 2 Reference **2.3.4.2.2** **Standard**	2.3.4.2.2 For a heliport to be selected as a destination alternate, the available information shall indicate that, at the estimated time of use, the conditions will be at or above the heliport operating minima for that operation.	CAR 91.405.	No Difference		

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Chapter 2 Reference **2.3.4.2.3** **Recommendation**	2.3.4.2.3 **Recommendation.—** *For a flight departing to a destination which is forecast to be below the heliport operating minima, two destination alternates should be selected. The first destination alternate should be at or above the heliport operating minima for destination and the second at or above the heliport operating minima for alternate.*	CAR 135.157.	More Exacting or Exceeds	The rule does not permit departure to a destination forecast to be below operating minima.	
Chapter 2 Reference **2.3.4.3** **Standard**	2.3.4.3 When an offshore alternate heliport is specified, it shall be specified subject to the following: a) the offshore alternate heliport shall be used only after a PNR. Prior to a PNR, onshore alternate heliports shall be used; b) mechanical reliability of critical control systems and critical components shall be considered and taken into account when determining the suitability of the alternate heliport(s); c) one engine inoperative performance capability shall be attainable prior to arrival at the alternate heliport; d) to the extent possible, deck availability shall be guaranteed; and e) weather information must be reliable and accurate. *Note.— The landing technique specified in the flight manual following control system failure may preclude the nomination of certain helidecks as alternate heliports.*		Not Applicable		No offshore heliports that would require a PNR to be planned.

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Chapter 2 Reference **2.3.4.4** **Recommendation**	2.3.4.4 **Recommendation.—** *Offshore alternate heliports should not be used when it is possible to carry enough fuel to have an onshore alternate. Offshore alternate heliports should not be used in a hostile environment.*		Not Applicable		
Chapter 2 Reference **2.3.5.1** **Standard**	**2.3.5 Meteorological conditions** 2.3.5.1 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 or in the intended area of operations under VFR will, at the appropriate time, be such as to enable compliance with these rules. *Note.— When a flight is conducted in accordance with VFR, the use of night vision imaging systems (NVIS) or other vision enhancing systems does not diminish the requirement to comply with the provisions of 2.3.5.1.*	CAR 135.155.	No Difference		
Chapter 2 Reference **2.3.5.2** **Standard**	2.3.5.2 A flight to be conducted in accordance with IFR shall not be commenced unless information is available which indicates that conditions at the destination heliport or landing location or, when an alternate is required, at least one alternate heliport will, at the estimated time of arrival, be at or above the heliport operating minima.	CAR 135.157.	No Difference		

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Chapter 2 Reference **2.3.5.3** **Standard**	2.3.5.3 To ensure that an adequate margin of safety is observed in determining whether or not an approach and landing can be safely carried out at each alternate heliport or landing location, the operator shall specify appropriate incremental values for height of cloud base and visibility, acceptable to the State of the Operator, to be added to the operator's established heliport or landing location operating minima. *Note.— Guidance on the selection of these incremental values is contained in the* Flight Planning and Fuel Management (FPFM) *Manual (Doc 9976).*	CARs.	Less protective or partially implemented or not implemented	Not specifically provided for in rules.	
Chapter 2 Reference **2.3.5.4** **Standard**	2.3.5.4 A flight to be operated in known or expected icing conditions shall not be commenced unless the helicopter is certificated and equipped to cope with such conditions.	CAR 91.421(a)(2).	No Difference		
Chapter 2 Reference **2.3.5.5** **Standard**	2.3.5.5 A flight to be planned or expected to operate in suspected or known ground icing conditions shall not be commenced unless the helicopter 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 helicopter is kept in an airworthy condition prior to take-off. *Note.— Guidance material is given in the* Manual of Aircraft Ground De-icing/Anti-icing Operations *(Doc 9640).*	CAR 91.421(a).	No Difference		

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Chapter 2 Reference **2.3.6.1** **Standard**	**2.3.6 Fuel and oil requirements** 2.3.6.1 *All helicopters*. A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the helicopter carries sufficient fuel and oil to ensure that it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.	CAR 91.305, 91.403, 135.61.	No Difference		
Chapter 2 Reference **2.3.6.2** **Standard**	2.3.6.2 *VFR operations*. The fuel and oil carried in order to comply with 2.3.6.1 shall, in the case of VFR operations, be at least the amount to allow the helicopter to: a) fly to the landing site to which the flight is planned; b) have final reserve fuel to fly thereafter for a period of 20 minutes at best-range speed; and c) have an additional amount of fuel to provide for the increased consumption on the occurrence of any of the potential contingencies specified by the operator to the satisfaction of the State of the Operator.	CAR 91.305, 135.61.	No Difference		
Chapter 2 Reference **2.3.6.3** **Standard**	2.3.6.3 *IFR operations*. The fuel and oil carried in order to comply with 2.3.6.1 shall, in the case of IFR operations, be at least the amount to allow the helicopter:	CAR 91.403, 135.61.	No Difference		

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Chapter 2 Reference **2.3.6.3.1** **Standard**	2.3.6.3.1 When an alternate is not required, in terms of 2.3.4.2.1 a), to fly to and execute an approach at the heliport or landing location to which the flight is planned, and thereafter to have: a) final reserve fuel to fly 30 minutes at holding speed at 450 m (1 500 ft) above the destination heliport or landing location under standard temperature conditions and approach and land; and b) an additional amount of fuel to provide for the increased consumption on the occurrence of any of the potential contingencies specified by the operator to the satisfaction of the State of the Operator.	CAR 91.403(1)(ii), 135.61.	No Difference		
Chapter 2 Reference **2.3.6.3.2** **Standard**	2.3.6.3.2 When an alternate is required, to fly to and execute an approach, and a missed approach, at the heliport or landing location to which the flight is planned, and thereafter: a) fly to and execute an approach at the alternate specified in the flight plan; and then b) have final reserve fuel to fly for 30 minutes at holding speed at 450 m (1 500 ft) above the alternate under standard temperature conditions, and approach and land; and c) have an additional amount of fuel to provide for the increased consumption on the occurrence of any of the potential contingencies specified by the operator to the satisfaction of the State of the Operator.	CAR 91.403(2)(ii), 135.61.	No Difference		

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Chapter 2 Reference **2.3.6.3.3** **Standard**	2.3.6.3.3 When no alternate heliport or landing location is available, in terms of 2.3.4.2.1 (e.g. the destination is isolated), sufficient fuel shall be carried to enable the helicopter to fly to the destination to which the flight is planned and thereafter for a period that will, based on geographic and environmental considerations, enable a safe landing to be made.	CAR 91.403, 135.61.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 2 Reference **2.3.6.4** **Standard**	2.3.6.4 In computing the fuel and oil required in 2.3.6.1, at least the following shall be considered: a) meteorological conditions forecast; b) expected air traffic control routings and traffic delays; c) for IFR flight, one instrument approach at the destination heliport, including a missed approach; d) the procedures prescribed in the operations manual for loss of pressurization, where applicable, or failure of one engine while en route; and e) any other conditions that may delay the landing of the helicopter or increase fuel and/or oil consumption. *Note.— Nothing in 2.3.6 precludes amendment of a flight plan in flight in order to replan the flight to another heliport, provided that the requirements of 2.3.6 can be complied with from the point where the flight has been replanned.*	CAR 135.61.	No Difference		

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Chapter 2 Reference **2.3.6.5** **Standard**	2.3.6.5 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.	CAR 135.61(d).	No Difference		
Chapter 2 Reference **2.3.7.1** **Standard**	**2.3.7 Refuelling with passengers on board or rotors turning** *Note.— Except where otherwise stated, all helicopter refuelling provisions relate to operations using jet fuels. See 2.3.7.5 for restrictions specific to AVGAS/wide cut fuels.* 2.3.7.1 A helicopter shall not be refuelled, rotors stopped or turning, when: a) passengers are embarking or disembarking; or b) when oxygen is being replenished.	CAR 91.15, 135.73.	No Difference		Note: b) not applicable.

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Chapter 2 Reference **2.3.7.2** **Standard**	2.3.7.2 When the helicopter is refuelled with passengers on board, rotors stopped or turning, it shall be properly attended by sufficient qualified personnel, ready to initiate and direct an evacuation of the helicopter by the most practical, safe and expeditious means available. In order to achieve this: a) the flight crew shall ensure that the passengers are briefed on what actions to take if an incident occurs during refuelling; b) a constant two-way communication shall be maintained by the helicopter's intercommunication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the helicopter; and *Note.— Caution needs to be exercised when using radios for this purpose due to the potential for stray currents and radio-induced voltages.* c) during an emergency shutdown procedure, the flight crew shall ensure that any personnel or passengers outside the helicopter are clear of the rotor area.	CAR 91.15, 135.73.	No Difference		
Chapter 2 Reference **2.3.7.3** **Standard**	2.3.7.3 The operator shall establish procedures and specify conditions under which such refuelling may be carried out.	CAR 135.73.	No Difference		

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Chapter 2 Reference **2.3.7.4** **Recommendation**	2.3.7.4 **Recommendation**.— *In addition to the requirements of 2.3.7.2, operational procedures should specify that at least the following precautions are taken:* *a) doors on the refuelling side of the helicopter remain closed where possible, unless these are the only suitable exits;* *b) doors on the non-refuelling side of the helicopter remain open, weather permitting, unless otherwise specified by the RFM;* *c) fire-fighting facilities of the appropriate scale be positioned so as to be immediately available in the event of a fire;* *d) if the presence of fuel vapour is detected inside the helicopter, or any other hazard arises during refuelling, fuelling be stopped immediately;* *e) the ground or deck area beneath the exits intended for emergency evacuation be kept clear;* *f) seat belts should be unfastened to facilitate rapid egress; and* *g) with rotors turning, only ongoing passengers should remain on board.*	CAR 135.73.	Less protective or partially implemented or not implemented	This level of detail is not specified.	
Chapter 2 Reference **2.3.7.5** **Standard**	2.3.7.5 A helicopter shall not be refuelled with AVGAS (aviation gasoline) or wide-cut type fuel or a mixture of these types of fuel, when passengers are on board.	CAR 91.15.	No Difference		

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Chapter 2 Reference **2.3.7.6** **Standard**	2.3.7.6 A helicopter shall not be defueled at any time when: a) passengers remain on board; or b) passengers are embarking or disembarking; or c) oxygen is being replenished. *Note 1.— Provisions concerning aircraft refuelling are contained in Annex 14, Volume I, and guidance on safe refuelling practices is contained in the* Airport Services Manual *(Doc 9137), Parts 1 and 8.* *Note 2.— Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.*	CAR 91.15.	No Difference		Note: c) not applicable.

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Chapter 2 Reference **2.3.8** **Standard**	**2.3.8 Oxygen supply** *Note.— Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure used in the text are as follows:* Absolute pressure — Metres / Feet *700 hPa — 3 000 / 10 000* *620 hPa — 4 000 / 13 000* *376 hPa — 7 600 / 25 000*		Not Applicable		Compliance statement not required for Notes.
Chapter 2 Reference **2.3.8.1** **Standard**	2.3.8.1 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: 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 b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	CAR 91.533(a)(1).	No Difference		

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Chapter 2 Reference **2.3.8.2** **Standard**	2.3.8.2 A flight to be operated with a pressurized helicopter 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 the helicopter is operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely to a flight altitude at which the atmospheric pressure is equal to 620 hPa within four minutes, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.		Not Applicable		No pressurized helicopters on register.
Chapter 2 Reference **2.4.1.1** **Standard**	**2.4 IN-FLIGHT PROCEDURES** **2.4.1 Heliport operating minima** 2.4.1.1 A flight shall not be continued towards the heliport of intended landing, unless the latest available information indicates that at the expected time of arrival, a landing can be effected at that heliport, or at least one destination alternate heliport, in compliance with the operating minima established in accordance with 2.2.8.1.	CAR 135.157.	No Difference		
Chapter 2 Reference **2.4.1.2** **Standard**	2.4.1.2 An instrument approach shall not be continued below 300 m (1 000 ft) above the heliport elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the heliport operating minima. *Note.— Criteria for the final approach segment is contained in PANS-OPS (Doc 8168), Volume II.*	CAR 135.159.	Different in character or other means of compliance	Rule specifies the final approach fix or the final approach segment as the approach limit.	

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Chapter 2 Reference **2.4.1.3** **Standard**	2.4.1.3 If, after entering the final approach segment or after descending below 300 m (1 000 ft) above the heliport elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, a helicopter shall not continue its approach-to-land at any heliport beyond a point at which the limits of the operating minima specified for that heliport would be infringed.	CAR 91.413.	Different in character or other means of compliance	Rule does not specify the 1000-foot requirement.	
Chapter 2 Reference **2.4.2** **Note**	**2.4.2 Meteorological observations** *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).*		Not Applicable		Compliance data not required for Notes.
Chapter 2 Reference **2.4.3** **Standard**	**2.4.3 Hazardous flight conditions** Hazardous flight conditions encountered, other than those associated with meteorological conditions, shall be reported to the appropriate aeronautical station as soon as possible. The reports so rendered shall give such details as may be pertinent to the safety of other aircraft.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	Note: AIPNZ GEN 3.5, 6 Pilot Reports, provides for the reporting of hazardous meteorological conditions, but doesn't preclude the reporting of other conditions.
Chapter 2 Reference **2.4.4.1** **Standard**	**2.4.4 Flight crew members at duty stations** 2.4.4.1 *Take-off and landing.* All flight crew members required to be on flight deck duty shall be at their stations.	CAR 91.205.	No Difference		

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Chapter 2 Reference **2.4.4.2** **Standard**	2.4.4.2 *En route.* All flight crew members required to be on flight deck duty shall remain at their stations except when their absence is necessary for the performance of duties in connection with the operation of the helicopter or for physiological needs.	CAR 91.205.	No Difference		
Chapter 2 Reference **2.4.4.3** **Standard**	2.4.4.3 *Seat belts.* All flight crew members shall keep their seat belt fastened when at their stations.	CAR 91.205.	No Difference		
Chapter 2 Reference **2.4.4.4** **Standard**	2.4.4.4 *Safety harness.* 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 harness 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. *Note.— Safety harness includes shoulder straps and a seat belt which may be used independently.*	CAR 91.205(b).	No Difference		

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Chapter 2 Reference **2.4.5** **Standard**	**2.4.5 Use of oxygen** All flight crew members, when engaged in performing duties essential to the safe operation of a helicopter in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in 2.3.8.1 or 2.3.8.2.	CAR 91.209.	No Difference		
Chapter 2 Reference **2.4.6.0.1** **Recommendation**	**2.4.6 Safeguarding of cabin crew and passengers in pressurized aircraft in the event of loss of pressurization** **Recommendation.—** *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.* *Note.— 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.*		Not Applicable		No pressurized helicopters on register.

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Chapter 2 Reference **2.4.7.1** **Standard**	**2.4.7 Instrument flight procedures** 2.4.7.1 One or more instrument approach procedures to serve each final approach and take-off area or heliport utilized for instrument flight operations shall be approved and promulgated by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State.	CAR Part 95, Instrument Flight Procedures - Registration.	Different in character or other means of compliance	Part 95 provides for the approval and promulgation of the procedures, but does not require them.	Note: CAR Part 173, Instrument Flight Procedure Service Organisation - Certification and Operation provides for the certification of IFP providers.
Chapter 2 Reference **2.4.7.2** **Standard**	2.4.7.2 All helicopters operated in accordance with IFR shall comply with the instrument approach procedures approved by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State. *Note 1.— Operational procedures recommended for the guidance of operations personnel involved in instrument flight operations are described in PANS-OPS (Doc 8168), Volume I.* *Note 2.— Criteria for the construction of instrument flight procedures for the guidance of procedure specialists are provided 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 (see Section II, Chapter 1, 1.1.1).*	CAR Part 91 Subpart E.	No Difference		
Chapter 2 Reference **2.4.8.0.2** **Recommendation**	**2.4.8 Helicopter operating procedures for noise abatement** **Recommendation**.— *The operator should ensure that take-off and landing procedures take into account the need to minimize the effect of helicopter noise.*	CARs.	Less protective or partially implemented or not implemented	Not a rule requirement.	Note: many local and regional government bodies have by-laws governing aircraft noise.

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Chapter 2 Reference **2.4.9.1** **Standard**	**2.4.9 In-flight fuel management** 2.4.9.1 The operator shall establish policies and procedures, approved by the State of the Operator, to ensure that in-flight fuel checks and fuel management are performed.	CAR 135.61.	No Difference		
Chapter 2 Reference **2.4.9.2** **Standard**	2.4.9.2 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 a landing site where a safe landing can be made with the planned final reserve fuel remaining.	CAR 91.403(2).	No Difference		
Chapter 2 Reference **2.4.9.3** **Standard**	2.4.9.3 The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific landing site, the pilot calculates that any change to the existing clearance to that landing site, or other air traffic delays, may result in landing with less than the planned final reserve fuel. *Note 1.— The declaration of MINIMUM FUEL informs ATC that all planned landing site options have been reduced to a specific landing site of intended landing, that no precautionary landing site is available, and any change to the existing clearance, or air traffic delays, may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.* *Note 2.— A precautionary landing site refers to a landing site, other than the site of intended landing, where it is expected that a safe landing can be made prior to the consumption of the planned final reserve fuel.*	AIPNZ, ENR 1.1 - 11.	No Difference		

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Chapter 2 Reference **2.4.9.4** **Standard**	2.4.9.4 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the usable fuel estimated to be available upon landing at the nearest landing site where a safe landing can be made is less than the required final reserve fuel in compliance with 2.3.6. *Note 1.— The planned final reserve fuel refers to the value calculated in 2.3.6 and is the minimum amount of fuel required upon landing at any landing site. The declaration of MAYDAY MAYDAY MAYDAY FUEL informs ATC that all available landing options have been reduced to a specific site and a portion of the final reserve fuel may be consumed prior to landing.* *Note 2.— The pilot estimates with reasonable certainty that the fuel remaining upon landing at the nearest safe landing site will be less than the final reserve fuel taking into consideration the latest information available to the pilot, the area to be overflown (i.e. with respect to the availability of precautionary landing areas), meteorological conditions and other reasonable contingencies.* *Note 3.— The words "MAYDAY FUEL" describe the nature of the distress conditions as required in Annex 10, Volume II, 5.3.2.1.1, b) 3.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 2 Reference **2.5.1** **Standard**	**2.5 DUTIES OF PILOT-IN-COMMAND** 2.5.1 The pilot-in-command shall be responsible for the operation and safety of the helicopter and for the safety of all crew members, passengers and cargo on board, from the moment the engine(s) are started until the helicopter finally comes to rest at the end of the flight, with the engine(s) shut down and the rotor blades stopped.	CA Act 1990 s13; CAR 91.201.	No Difference		Not specific to helicopters.
Chapter 2 Reference **2.5.2** **Standard**	2.5.2 The pilot-in-command shall ensure that the checklists specified in 2.2.6 are complied with in detail.	CAR 135.63.	No Difference		
Chapter 2 Reference **2.5.3** **Standard**	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 helicopter, resulting in serious injury or death of any person or substantial damage to the helicopter or property. *Note.— A definition of the term "serious injury" is contained in Annex 13.*	CA Act 1990 s26; CAR 12.51.	No Difference		
Chapter 2 Reference **2.5.4** **Standard**	2.5.4 The pilot-in-command shall be responsible for reporting all known or suspected defects in the helicopter, to the operator, at the termination of the flight.	CAR 91.201(3).	No Difference		

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Chapter 2 Reference **2.5.5** **Standard**	2.5.5 The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 9.4.1. *Note.— By virtue of Resolution A10-36 of the Tenth Session of the Assembly (Caracas, June–July 1956) "the general declaration, [described in Annex 9] when prepared so as to contain all the information required by Article 34 [of the Convention on International Civil Aviation] with respect to the journey log book, may be considered by Contracting States to be an acceptable form of journey log book".*	CAR 91.112.	Less protective or partially implemented or not implemented	Rule does not place responsibility specifically on pilot-in-command.	
Chapter 2 Reference **2.6.1** **Standard**	**2.6 DUTIES OF FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER** 2.6.1 A flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations in accordance with 2.2.1.3 shall: a) assist the pilot-in-command in flight preparation and provide the relevant information; b) assist the pilot-in-command in preparing the operational and ATS flight plans, sign when applicable and file the ATS flight plan with the appropriate ATS unit; and c) furnish the pilot-in-command while in flight, by appropriate means, with information which may be necessary for the safe conduct of the flight.		Not Applicable		Flight operations officers/flight dispatchers are not required or licensed in New Zealand.

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Chapter 2 Reference **2.6.2** **Standard**	2.6.2 In the event of an emergency, a flight operations officer/flight dispatcher shall: a) initiate such procedures as outlined in the operations manual while avoiding taking any action that would conflict with ATC procedures; and b) convey safety-related information to the pilot-in-command that may be necessary for the safe conduct of the flight, including information related to any amendments to the flight plan that become necessary in the course of the flight. *Note.— It is equally important that the pilot-in-command also convey similar information to the flight operations officer/flight dispatcher during the course of a flight, particularly in the context of emergency situations.*	CAR 135.91.	Not Applicable	Procedures not specific to flight operations officers/flight dispatchers - the onus is on the operator.	
Chapter 2 Reference **2.7** **Standard**	**2.7 CARRY-ON BAGGAGE** The operator shall ensure that all baggage carried onto a helicopter and taken into the passenger cabin is adequately and securely stowed.	CAR 91.213.	No Difference		

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Chapter 2 Reference **2.8.1** **Standard**	**2.8 FATIGUE MANAGEMENT** *Note.— Guidance on the development and implementation of fatigue management regulations is contained in the* Manual for the Oversight of Fatigue Management Approaches *(Doc 9966).* 2.8.1 The State of the Operator shall establish regulations for the purpose of managing fatigue. These regulations shall be based upon scientific principles, knowledge and operational experience with the aim of ensuring that flight and cabin crew members are performing at an adequate level of alertness. Accordingly, the State shall establish: a) prescriptive regulations for flight time, flight duty period and duty period limitations and rest period requirements; and b) where authorizing an operator to use a fatigue risk management system (FRMS), FRMS regulations in accordance with Appendix 6.	CAR Part 135 Subpart K.	Different in character or other means of compliance	The rules require the operator to establish a scheme for regulating flight and duty times, that is acceptable to the Director.	

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Chapter 2 Reference **2.8.2** **Standard**	2.8.2 The State of the Operator shall require that the operator, in compliance with 2.8.1 and for the purposes of managing its fatigue-related safety risks, establish one of the following: a) flight time, flight duty period, duty period limitations and rest period requirements that are within the prescriptive fatigue management regulations established by the State of the Operator; or b) an FRMS in compliance with regulations established by the State of the Operator for all operations; or c) an FRMS in compliance with regulations established by the State of the Operator for a defined part of its operations with the remainder of its operations in compliance with the prescriptive fatigue management regulations established by the State of the Operator. *Note.— Complying with the prescriptive fatigue management regulations does not relieve the operator of the responsibility to manage its risks, including fatigue-related risks, using its safety management system (SMS) in accordance with the provisions of Annex 19.*	CAR Part 135 Subpart K.	No Difference		The rules currently require a), but FRMS rules are in development.
Chapter 2 Reference **2.8.3** **Standard**	2.8.3 The operator shall maintain records of flight time, flight duty periods, duty periods, and rest periods for all its flight and cabin crew members for a period of time specified by the State of the Operator.	CAR 135.803(c).	No Difference		

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Chapter 2 Reference **2.8.4** **Standard**	2.8.4 Where the operator complies with prescriptive fatigue management regulations in the provision of part or all of its services, the State of the Operator: a) shall require that the operator familiarize those personnel involved in managing fatigue with their responsibilities and the principles of fatigue management; b) may approve, in exceptional circumstances, variations to these regulations on the basis of a risk assessment provided by the operator. Approved variations shall provide a level of safety equivalent to, or better than, that achieved through the prescriptive fatigue management regulations.	CAR 135.803, 135.805(a).	No Difference		Note: the principles of a) are listed in rule 1235.803(a)(2); and 135.803(b) and 135.805(a) place the onus on the operator and crew member respectively. Rule 135.805(d) provides for b).

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Chapter 2 Reference **2.8.5** **Standard**	2.8.5 Where the operator implements an FRMS to manage fatigue-related safety risks in the provision of part or all of its services, the State of the Operator shall: a) require the operator to have processes to integrate FRMS functions with its other safety management functions; b) require that the operator establish maximum values for flight times, flight duty periods and duty periods, and minimum values for rest periods; and c) approve the operator's FRMS before it may take the place of any or all of the prescriptive fatigue management regulations. An approved FRMS shall provide a level of safety equivalent to, or better than, the prescriptive fatigue management regulations.		Not Applicable		FRMS rules currently under development.

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Chapter 3 Reference **3.1.1** **Standard**	**CHAPTER 3. HELICOPTER PERFORMANCE OPERATING LIMITATIONS** **3.1 GENERAL** 3.1.1 Helicopters shall be operated in accordance with a code of performance established by the State of the Operator, in compliance with the applicable Standards of this chapter. *Note 1.— The code of performance reflects, for the conduct of operations, both the various phases of flight and the operational environment. Attachment A provides guidance to assist States in establishing a code of performance.* *Note 2.— Concerning compliance with codes of performance, Chapter 1 of this Section requires operators to comply with the laws, regulations and procedures of the States in which their helicopters are operated. Article 11 of the Convention forms the basis for this requirement*.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	
Chapter 3 Reference **3.1.2** **Standard**	3.1.2 In conditions where the safe continuation of flight is not ensured in the event of a critical engine failure, helicopter operations shall be conducted in a manner that gives appropriate consideration for achieving a safe forced landing. *Note.— Guidance on "appropriate consideration" is contained in Attachment A, 2.4.*	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 3 Reference **3.1.2.1** **Standard**	3.1.2.1 Where the State of the Operator permits IMC operations in performance Class 3, such operations shall be conducted in accordance with the provisions of 3.4.	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 3 Reference **3.1.3** **Recommendation**	3.1.3 **Recommendation.—** *For helicopters for which Part IV of Annex 8 is not applicable because of the exemption provided for in Article 41 of the Convention, the State of the Operator should ensure that the level of performance specified in 3.2 is met as far as practicable.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 3 Reference **3.1.4** **Standard**	3.1.4 Where helicopters are operated to or from heliports in a congested hostile environment, the competent authority of the State in which the heliport is situated shall specify the requirements to enable these operations to be conducted in a manner that gives appropriate consideration for the risk associated with an engine failure. *Note.— Guidance on "appropriate consideration" is contained in Attachment A, 2.4.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 3 Reference **3.2.1** **Standard**	**3.2 APPLICABLE TO HELICOPTERS CERTIFICATED IN ACCORDANCE WITH PART IV OF ANNEX 8** 3.2.1 The Standards contained in 3.2.2 to 3.2.7 inclusive are applicable to the helicopters to which Part IV of Annex 8 is applicable. *Note.— The following Standards do not include quantitative specifications comparable to those found in national airworthiness codes. In accordance with 3.1.1, they are to be supplemented by national requirements prepared by Contracting States.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 3 Reference **3.2.2** **Standard**	3.2.2 The level of performance defined by the appropriate parts of the code of performance referred to in 3.1.1 for the helicopters designated in 3.2.1 shall be consistent with the overall level embodied in the Standards of this chapter. *Note.— Attachment A contains guidance material which indicates, by an Example, the level of performance intended by the Standards and Recommended Practices of this chapter.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 3 Reference **3.2.3** **Standard**	3.2.3 A helicopter shall be operated in compliance with the terms of its certificate of airworthiness and within the approved operating limitations contained in its flight manual.	CAR 91.101, 91.109.	No Difference		

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Chapter 3 Reference **3.2.4** **Standard**	3.2.4 The State of the Operator 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.	CA Act 1990, CARs and ACs.	No Difference		
Chapter 3 Reference **3.2.5** **Standard**	3.2.5 A flight shall not be commenced unless the performance information provided in the flight manual indicates that the Standards of 3.2.6 and 3.2.7 can be complied with for the flight to be undertaken.	CAR 91.109.	No Difference		
Chapter 3 Reference **3.2.6** **Standard**	3.2.6 In applying the Standards of this chapter, account shall be taken of all factors that significantly affect the performance of the helicopter (such as: mass, operating procedures, the pressure-altitude appropriate to the elevation of the operating site, temperature, wind and condition of the surface). Such factors shall be taken into account directly as operational parameters or indirectly by means of allowances or margins, which may be provided in the scheduling of performance data or in the code of performance in accordance with which the helicopter is being operated.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	Adherence to performance limitations in Flight Manual is nonetheless required by CAR 91.109.

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Chapter 3 Reference **3.2.7** **Standard**	**3.2.7 Mass limitations** a) The mass of the helicopter at the start of take-off shall not exceed the mass at which the code of performance referred to in 3.1.1 is complied with, allowing for expected reductions in mass as the flight proceeds and for such fuel jettisoning as is appropriate. b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the helicopter flight manual taking into account the factors specified in 3.2.6. c) In no case shall the estimated mass for the expected time of landing at the destination and at any alternate exceed the maximum landing mass specified in the helicopter flight manual taking into account the factors specified in 3.2.6. d) In no case shall the mass at the start of take-off, or at the expected time of landing at the destination and at any alternate, exceed the relevant maximum mass at which compliance has been demonstrated with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain operating site where there is no noise disturbance problem, by the competent authority of the State in which the operating site is situated.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	Adherence to performance limitations in Flight Manual is nonetheless required by CAR 91.109.

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Chapter 3 Reference **3.2.7.1** **Standard**	3.2.7.1 In developing a code of performance, the State of the Operator shall either apply a risk assessment methodology in accordance with the guidance in Attachment A or, for those States that choose not to apply a risk assessment methodology, the Standards of 3.2.7.2, 3.2.7.3 and 3.2.7.4 shall apply.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	
Chapter 3 Reference **3.2.7.2.1** **Standard**	3.2.7.2 *Take-off and initial climb phase* 3.2.7.2.1 *Operations in performance Class 1.* The helicopter shall be able, in the event of the failure of the critical engine being recognized at or before the take-off decision point, to discontinue the take-off and stop within the rejected take-off area available or, in the event of the failure of the critical engine being recognized at or after the take-off decision point, to continue the take-off, clearing all obstacles along the flight path by an adequate margin until the helicopter is in a position to comply with 3.2.7.3.1.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	
Chapter 3 Reference **3.2.7.2.2** **Standard**	3.2.7.2.2 *Operations in performance Class 2.* The helicopter shall be able, in the event of the failure of the critical engine at any time after reaching DPATO, to continue the take-off, clearing all obstacles along the flight path by an adequate margin until the helicopter is in a position to comply with 3.2.7.3.1. Before the DPATO, failure of the critical engine may cause the helicopter to force-land; therefore the conditions stated in 3.1.2 shall apply.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	

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Chapter 3 Reference **3.2.7.2.3** **Standard**	3.2.7.2.3 *Operations in performance Class 3.* At any point of the flight path, failure of an engine will cause the helicopter to force-land; therefore the conditions stated in 3.1.2 shall apply.	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 3 Reference **3.2.7.3.1** **Standard**	3.2.7.3 *En-route phase* 3.2.7.3.1 *Operations in performance Classes 1 and 2.* The helicopter shall be able, in the event of the failure of the critical engine at any point in the en-route phase, to continue the flight to a site at which the conditions of 3.2.7.4.1 for operations in performance Class 1, or the conditions of 3.2.7.4.2 for operations in performance Class 2 can be met, without flying below the appropriate minimum flight altitude at any point. *Note.— When the en-route phase is conducted over a hostile environment and the diversion time to an alternate would exceed two hours, it is recommended that the State of the Operator assess the risks associated with a second engine failure.*	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	
Chapter 3 Reference **3.2.7.3.2** **Standard**	3.2.7.3.2 *Operations in performance Class 3.* The helicopter shall be able, with all engines operating, to continue along its intended route or planned diversions without flying at any point below the appropriate minimum flight altitude. At any point of the flight path, failure of an engine will cause the helicopter to force-land; therefore the conditions stated in 3.1.2 shall apply.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	

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Chapter 3 Reference **3.2.7.4.1** **Standard**	3.2.7.4 *Approach and landing phase* 3.2.7.4.1 *Operations in performance Class 1.* In the event of the failure of the critical engine being recognized at any point during the approach and landing phase, before the landing decision point, the helicopter shall, at the destination and at any alternate, after clearing all obstacles in the approach path, be able to land and stop within the landing distance available or to perform a balked landing and clear all obstacles in the flight path by an adequate margin equivalent to that specified in 3.2.7.2.1. In case of the failure occurring after the landing decision point, the helicopter shall be able to land and stop within the landing distance available.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	
Chapter 3 Reference **3.2.7.4.2** **Standard**	3.2.7.4.2 *Operations in performance Class 2.* In the event of the failure of the critical engine before the DPBL, the helicopter shall, at the destination and at any alternate, after clearing all obstacles in the approach path, be able either to land and stop within the landing distance available or to perform a balked landing and clear all obstacles in the flight path by an adequate margin equivalent to that specified in 3.2.7.2.2. After the DPBL, failure of an engine may cause the helicopter to force-land; therefore the conditions stated in 3.1.2 shall apply.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	
Chapter 3 Reference **3.2.7.4.3** **Standard**	3.2.7.4.3 *Operations in performance Class 3.* At any point of the flight path, failure of an engine will cause the helicopter to force-land; therefore the conditions stated in 3.1.2 shall apply.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	

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Chapter 3 Reference **3.3** **Standard**	**3.3 OBSTACLE DATA** The operator shall use available obstacle data to develop procedures to comply with the take-off, initial climb, approach and landing phases detailed in the code of performance established by the State of the Operator.	CAR Part 135 Subpart D.	Less protective or partially implemented or not implemented	Rules do not cover helicopter performance.	
Chapter 3 Reference **3.4.1** **Standard**	**3.4 ADDITIONAL REQUIREMENTS FOR OPERATIONS OF HELICOPTERS IN PERFORMANCE CLASS 3 IN IMC, EXCEPT SPECIAL VFR FLIGHTS** 3.4.1 Operations in performance Class 3 in IMC shall be conducted only over a surface environment acceptable to the competent authority of the State over which the operations are performed.		Not Applicable		Operation of Performance Class 3 helicopters in IMC is permitted only in emergency (CA Act 1990 s13A applies).

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Chapter 3 Reference **3.4.2** **Standard**	3.4.2 In approving operations by helicopters operating in performance Class 3 in IMC, the State of the Operator shall ensure that the helicopter is certificated for flight under IFR and that the overall level of safety intended by the provisions of Annexes 6 and 8 is provided by: a) the reliability of the engines; b) the operator's maintenance procedures, operating practices and crew training programmes; and c) equipment and other requirements provided in accordance with Appendix 2. *Note.— Guidance on additional requirements for operations of helicopters in performance Class 3 in IMC is contained in Appendix 2.*		Not Applicable		
Chapter 3 Reference **3.4.3** **Standard**	3.4.3 Operators of helicopters operating in performance Class 3 in IMC shall have a programme for engine trend monitoring and shall utilize the engine and helicopter manufacturers' recommended instruments, systems and operational/ maintenance procedures to monitor the engines.		Not Applicable		
Chapter 3 Reference **3.4.4** **Recommendation**	3.4.4 **Recommendation**.— *In order to minimize the occurrence of mechanical failures, helicopters operating in IMC in performance Class 3 should utilize vibration health monitoring for the tail-rotor drive system.*		Not Applicable		

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Chapter 4 Reference **4.1.1** **Standard**	**CHAPTER 4. HELICOPTER INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS** *Note.— Specifications for the provision of helicopter communication and navigation equipment are contained in Chapter 5.* **4.1 GENERAL** 4.1.1 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 helicopters according to the helicopter used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be approved or accepted by the State of Registry.	CAR Part 91 Subpart F, Part 91 Appendix A.	No Difference		

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Chapter 4 Reference **4.1.2** **Standard**	4.1.2 A helicopter shall carry a certified true copy of the air operator certificate specified in 2.2.1, and a copy of the operations specifications relevant to the helicopter type, issued in conjunction with the certificate. When the certificate and the associated operations specifications are issued by the State of the Operator in a language other than English, an English translation shall be included. *Note.— Provisions for the content of the air operator certificate and its associated operations specifications are contained in 2.2.1.5 and 2.2.1.6.*	CAR 91.111, 135.855.	Less protective or partially implemented or not implemented	Rules requirements for the carriage of these documents have yet to be implemented.	As an interim measure, New Zealand international operators have been advised to carry the documents.
Chapter 4 Reference **4.1.3** **Standard**	4.1.3 The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator 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. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the helicopter's compliance with the airworthiness requirements applicable in the State of Registry. *Note.— Attachment C contains guidance on the minimum equipment list.*	CAR 91.537, 91.539, 135.353.	No Difference		

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Chapter 4 Reference **4.1.4** **Standard**	4.1.4 The operator shall make available to operations staff and crew members an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles. The manual shall be easily accessible to the flight crew during all flight operations. *Note.— Guidance material on the application of Human Factors principles can be found in the* Human Factors Training Manual *(Doc 9683).*	CAR 91.111.	Different in character or other means of compliance	Civil Aviation Rules use the term "aircraft flight manual", the carriage of which is mandatory.	
Chapter 4 Reference **4.2.1** **Standard**	**4.2 ALL HELICOPTERS ON ALL FLIGHTS** 4.2.1 A helicopter shall be equipped with instruments that will enable the flight crew to control the flight path of the helicopter, carry out any required procedural manoeuvres and observe the operating limitations of the helicopter in the expected operating conditions.	CAR Part 91 Subpart F.	No Difference		

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Chapter 4 Reference **4.2.2** **Standard**	4.2.2 A helicopter shall be equipped with: a) accessible and adequate medical supplies; **Recommendation.—** *Medical supplies should comprise:* *1) a first-aid kit; and* *2) for helicopters required to carry cabin crew as part of the operating crew, a universal precaution kit, for the use of cabin crew in managing incidents of ill health associated with a case of suspected communicable disease, or in the case of illness involving contact with body fluids.* *Note.— Guidance on the contents of first-aid and universal precaution kits is given in Attachment B.* b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the helicopter. At least one shall be located in: 1) the pilot's compartment; and 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew. *Note 1.— Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the helicopter may count as one prescribed.* *Note 2.— Refer to 4.2.2.1 for fire extinguishing agents.*	a) CAR 91.523, 135.363; b) CAR 91.523, 135.363; c) CAR 91.505, 135.355; d) CAR 91.211; e) CAR 135.361(a)(3).	No Difference		

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	c) 1) a seat or berth for each person over an age to be determined by the State of the Operator; 2) a seat belt for each seat and restraining belts for each berth; and 3) 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. **Recommendation.—** *When dual controls are fitted, the safety harness for each pilot seat should incorporate a restraining device to prevent the upper body of an incapacitated occupant from interfering with the flight controls.* *Note 1.— Depending on the design, the lock on an inertia reel device may suffice for this purpose.* *Note 2.— Safety harness includes shoulder straps and a seat belt which may be used independently.* d) means of ensuring that the following information and instructions are conveyed to passengers: 1) when seat belts or harnesses are to be fastened; 2) when and how oxygen equipment is to be used if the carriage of oxygen is required; 3) restrictions on smoking;				

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	4) location and use of life jackets or equivalent individual flotation devices where their carriage is required; and 5) location and method of opening emergency exits; and e) if fuses are used, spare electrical fuses of appropriate ratings for replacement of those accessible in flight.				
Chapter 4 Reference **4.2.2.1** **Standard**	4.2.2.1 Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in a helicopter for which the individual certificate of airworthiness is first issued on or after 31 December 2011 and any extinguishing agent used in a portable fire extinguisher in a helicopter for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall: a) meet the applicable minimum performance requirements of the State of Registry; and b) not be of a type listed in the 1987 *Montreal Protocol on Substances that Deplete the Ozone Layer* as it appears in the Eighth Edition of the *Handbook for the Montreal Protocol on Substances that Deplete the Ozone La*yer, Annex A, Group II. *Note.— Information concerning extinguishing agents is contained in the* UNEP Halons Technical Options Committee Technical Note No. 1 – New Technology Halon Alternatives *and* FAA Report No. DOT/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.	CAR Part 91 Appendix A, A.9.	Less protective or partially implemented or not implemented	Halons 1211 and 1301 are still permitted.	

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Chapter 4 Reference **4.2.3** **Standard**	4.2.3 A helicopter shall carry: a) the operations manual prescribed in 2.2.2, or those parts of it that pertain to flight operations; b) the helicopter flight manual for the helicopter, or other documents containing performance data required for the application of Chapter 3 and any other information necessary for the operation of the helicopter within the terms of its certificate of airworthiness, unless these data are available in the operations manual; and c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.	a) CAR 135.853; b) CAR 91.211(2); c) CAR 91.221, 135.855.	No Difference		
Chapter 4 Reference **4.2.4.1** **Standard**	**4.2.4 Marking of break-in points** 4.2.4.1 If areas of the fuselage suitable for break-in by rescue crews in an emergency are marked on a helicopter, 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.		Not Applicable		

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Chapter 4 Reference **4.2.4.2** **Standard**	4.2.4.2 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. *Note.— This Standard does not require any helicopter to have break-in areas.* MARKING OF BREAK-IN POINTS (see 4.2.4)		Not Applicable		

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Chapter 4 Reference **4.3.1.1.1** **Standard**	**4.3 FLIGHT RECORDERS** *Note 1.— Crash-protected flight recorders comprise one or more of the following systems:* — *a flight data recorder (FDR),* — *a cockpit voice recorder (CVR),* — *an airborne image recorder (AIR,* — *a data link recorder (DLR).* *Image and data link information may be recorded on either the CVR or the FDR.* *Note 2.— Combination recorders (FDR/CVR) may be used to meet the flight recorder equipage requirements in this Annex.* *Note 3.— Detailed requirements on flight recorders are contained in Appendix 4.* *Note 4.— Lightweight flight recorders comprise one or more of the following systems:* — *an aircraft data recording system (ADRS),* — *a cockpit audio recording system (CARS),* — *an airborne image recording system (AIRS),* — *a data link recording system (DLRS)* *Image and data link information may be recorded on either the CARS or the ADRS.* *Note 5.— For helicopters for which the application for type certification is submitted to a Contracting State before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance*	CAR 135.369, Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Helicopters with a certificated seating capacity of 10 seats or more excluding a crew member seat require FDR compliant with TSO C124 and TSO C121. Recording duration 8 hours.	

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	Specifications (MOPS), or earlier equivalent documents. *Note 6.— For helicopters for which the application for type certification is submitted to a Contracting State on or after 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specification (MOPS), or equivalent documents.* *Note 7.— Specifications applicable to lightweight flight recorders may be found in EUROCAE ED-155, Minimum Operational Performance Specification (MOPS), or equivalent documents.* *Note 7.— As of 7 November 2019, Chapter 1 contains requirements for States regarding the use of voice, image and/or data recordings and transcripts*. **4.3.1 Flight data recorders and aircraft data recording systems** *Note .— Parameters to be recorded are listed in Table A4-1 of Appendix 4.* 4.3.1.1 *Applicability* 4.3.1.1.1 All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2016 shall be equipped with an FDR which shall record at least the first 48 parameters listed in Table A4-1 of Appendix 4.				

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

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

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Chapter 4 Reference **4.3.1.1.5** **Recommendation**	4.3.1.1.5 **Recommendation.—** *All helicopters of a maximum certificated take-off mass of 3 175 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2018 should be equipped with:* *a) an FDR which should record at least the first 48 parameters listed in Table A4-1 of Appendix 4; or* *b) a Class C AIR or AIRS which should record at least the flight path and speed parameters displayed to the pilot(s), as defined in Appendix 4, Table A4-3; or* *c) an ADRS which should record the first 7 parameters listed in Table A4-3 of Appendix 4.* *Note.— AIR or AIRS classification is defined in 4.1 of Appendix 4.*	CAR 135.369, Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Helicopters with a certificated seating capacity of 10 seats or more excluding a crew member seat require FDR compliant with TSO C124 and TSO C121.	No reference to type certification date in current rules.
Chapter 4 Reference **4.3.1.1.6** **Standard**	4.3.1.1.6 All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the application for type certificate is submitted to a Contracting State on or after 1 January 2023 shall be equipped with an FDR capable of recording at least the first 53 parameters listed in Table A4-1 of Appendix 4.		Not Applicable		Not yet applicable - to be considered before applicability date.
Chapter 4 Reference **4.3.1.1.7** **Recommendation**	4.3.1.1.7 **Recommendation**.— *All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2023 should be equipped with an FDR capable of recording at least the first 53 parameters listed in Table A4-1 of Appendix 4.*		Not Applicable		Not yet applicable - to be considered before applicability date.

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Chapter 4 Reference **4.3.1.2** **Standard**	4.3.1.2 *Recording technology* FDRs, ADRS, AIRs or AIRS shall not use engraving metal foil, frequency modulation (FM), photographic film or magnetic tape.	CAR Part 135 Appendix B, B.4.	No Difference		Rules require FDRs to meet TSO C124 series requirements; data is to be recorded in digital form.
Chapter 4 Reference **4.3.1.3** **Standard**	4.3.1.3 *Duration* All FDRs shall retain the information recorded during at least the last 10 hours of their operation.	CAR 135.369, Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Eight hours.	
Chapter 4 Reference **4.3.2.1.1** **Standard**	**4.3.2 Cockpit voice recorders and cockpit audio recording systems** 4.3.2.1 *Applicability* 4.3.2.1.1 All helicopters of a maximum certificated take-off mass of over 7 000 kg shall be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR.	CAR 135.369, Part 135 Appendix B, B.3.	Less protective or partially implemented or not implemented	If the helicopter's flight manual requires two or more flight crew members and the certificated seating capacity is 10 seats or more excluding a required pilot seat, a CVR compliant with TSO C84 or TSO C123, and TSO C121 is required.	
Chapter 4 Reference **4.3.2.1.2** **Recommendation**	4.3.2.1.2 **Recommendation.—** *All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1987 should be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed should be recorded on the CVR.*	CAR 135.367, Part 135 Appendix B, B.3.	Less protective or partially implemented or not implemented	If the helicopter's flight manual requires two or more flight crew members and the certificated seating capacity is 10 seats or more excluding a required pilot seat, a CVR compliant with TSO C84 or TSO C123, and TSO C121 is required.	

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Chapter 4 Reference **4.3.2.2** **Standard**	4.3.2.2 *Recording technology* CVRs and CARS shall not use magnetic tape or wire.	CAR Part 135 Appendix B, B.3.	Less protective or partially implemented or not implemented	Not implemented in respect of magnetic tape.	The rule reference specifies either TSO C84 or C123; C84 uses magnetic tape.
Chapter 4 Reference **4.3.2.3** **Standard**	4.3.2.3 *Duration* All helicopters required to be equipped with a CVR, shall be equipped with a CVR which shall retain the information recorded during at least the last two hours of its operation.	CAR Part 135 Appendix B, B.3.	Less protective or partially implemented or not implemented	Not yet implemented; current requirement only 30 minutes.	
Chapter 4 Reference **4.3.3.1.1** **Standard**	**4.3.3 Data link recorders** 4.3.3.1 *Applicability* 4.3.3.1.1 All helicopters for which the individual certificate of airworthiness is first issued on or after 1 January 2016, which utilize any of the data link communications applications listed in 5.1.2 of Appendix 4 and are required to carry a CVR, shall record on a crash-protected flight recorder the data link communications messages.	CAR 135.367, Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Not yet implemented.	

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Chapter 4 Reference **4.3.3.1.2** **Standard**	4.3.3.1.2 All helicopters which are modified on or after 1 January 2016 to install and utilize any of the data link communications applications listed in 5.1.2 of Appendix 4 and are required to carry a CVR shall record on a crash-protected flight recorder the data link communications messages. *Note.— A Class B AIR could be a means for recording data link communications applications messages to and from the helicopters where it is not practical or is prohibitively expensive to record those data link communications applications messages on FDR or CVR.*	CAR 135.367, Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Not yet implemented.	
Chapter 4 Reference **4.3.3.2** **Standard**	4.3.3.2 *Duration* The minimum recording duration shall be equal to the duration of the CVR.	CAR Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Not yet implemented.	
Chapter 4 Reference **4.3.3.3** **Standard**	4.3.3.3 *Correlation* Data link recording shall be able to be correlated to the recorded cockpit audio.	CAR Part 135 Appendix B, B.4.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 4 Reference **4.3.4.1** **Standard**	**4.3.4 Flight recorders — general** 4.3.4.1 *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.	CAR Part 135 Appendix B, B.4.	No Difference		
Chapter 4 Reference **4.3.4.2.1** **Standard**	4.3.4.2 *Operation* 4.3.4.2.1 Flight recorders shall not be switched off during flight time.	CAR 135.71.	No Difference		
Chapter 4 Reference **4.3.4.2.2** **Standard**	4.3.4.2.2 To preserve flight recorder records, flight recorders shall be deactivated upon completion of flight time following an accident or incident. The flight recorders shall not be reactivated before their disposition as determined in accordance with Annex 13. *Note 1.— The need for removal of the flight recorder records from the aircraft will be determined by the investigation authority in the State conducting the investigation with due regard to the seriousness of an occurrence and the circumstances, including the impact on the operation.* *Note 2.— The operator's responsibilities regarding the retention of flight recorder records are contained in Section II, Chapter 9, 9.6.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 4 Reference **4.3.4.3** **Standard**	4.3.4.3 *Continued serviceability* Operational checks and evaluations of recordings from the flight recorder systems shall be conducted to ensure the continued serviceability of the recorders. *Note.— Procedures for the inspections of the flight recorder systems are given in Appendix 4.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 4 Reference **4.3.4.4** **Recommendation**	4.3.4.4 *Flight recorders electronic documentation* **Recommendation.—** *The documentation requirement concerning FDR parameters provided by operators to accident investigation authorities should be in electronic format and take account of industry specifications.* *Note.— Industry specification for documentation concerning flight recorder parameters may be found in the ARINC 647A,* Flight Recorder Electronic Documentation*, or equivalent document.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 4 Reference **4.4.1** **Standard**	**4.4 INSTRUMENTS AND EQUIPMENT FOR FLIGHTS OPERATED UNDER VFR AND IFR — BY DAY AND NIGHT** *Note.— The flight instruments requirements in 4.4.1, 4.4.2 and 4.4.3 may be met by combinations of instruments or by electronic displays.* 4.4.1 All helicopters when operating in accordance with VFR by day shall be equipped with: a) a magnetic compass; b) an accurate timepiece indicating the time in hours, minutes and seconds; c) a sensitive pressure altimeter; d) an airspeed indicator; and e) such additional instruments or equipment as may be prescribed by the appropriate authority.	CAR 91.509, 91.221.	No Difference		

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

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Chapter 4 Reference **4.4.2.1** **Recommendation**	4.4.2.1 **Recommendation.**— *One of the landing lights should be trainable, at least in the vertical plane.*	CAR 91.223.	Less protective or partially implemented or not implemented	Not specified.	

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Chapter 4 Reference **4.4.3** **Standard**	4.4.3 All helicopters when operating in accordance with IFR, or when the helicopter cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be equipped with: a) a magnetic compass; b) an accurate timepiece indicating the time in hours, minutes and seconds; c) two sensitive pressure altimeters; d) an airspeed indicating system with means of preventing malfunctioning due to either condensation or icing; e) a slip indicator; f) an attitude indicator (artificial horizon) for each required pilot and one additional attitude indicator; g) a heading indicator (directional gyroscope); h) a means of indicating whether the power supply to the gyroscope instrument is adequate; i) a means of indicating on the flight deck the outside air temperature; j) a rate of climb and descent indicator; k) a stabilization system, unless it has been demonstrated to the satisfaction of the certificating authority that the helicopter possesses, by nature of its design, adequate stability without such a system; l) such additional instruments or equipment as may be	CAR 91.509, 91.511, 91.517, 135.359, 135.361.	Less protective or partially implemented or not implemented	Item d) two required by CAR 135.361(1)(i); f) CAR 91 517(1) requires one only, but CAR 135.361(b) provides for the installation of an additional, independently powered, attitude indicator in lieu of the second airspeed indicating system required by 135.361(1)(i); k) not specified.	

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	prescribed by the appropriate authority; and m) if operated at night, the lights specified in 4.4.2 g) to k) and 4.4.2.1.				
Chapter 4 Reference **4.4.3.1** **Standard**	4.4.3.1 All helicopters when operating in accordance with IFR shall be fitted with an emergency power supply, independent of the main electrical generating system, for the purpose of operating and illuminating, for a minimum period of 30 minutes, an attitude indicating instrument (artificial horizon), clearly visible to the pilot-in-command. The emergency power supply shall be automatically operative after the total failure of the main electrical generating system and clear indication shall be given on the instrument panel that the attitude indicator(s) is being operated by emergency power.	CAR 135.361(b).	Less protective or partially implemented or not implemented	May be installed in lieu of the addtional means of indicating airspeed required by 135.361(a)(i).	
Chapter 4 Reference **4.4.4** **Recommendation**	4.4.4 **Recommendation.—** *A helicopter when operating in accordance with IFR and which has a maximum certificated take-off mass in excess of 3 175 kg or a maximum passenger seating configuration of more than 9 should be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	

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

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Chapter 4 Reference **4.5.2.1** **Standard**	**4.5.2 Emergency equipment** 4.5.2.1 Helicopters operating in performance Class 1 or 2 and operating in accordance with the provisions of 4.5.1 shall be equipped with: a) one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. For offshore operations the life jacket shall be worn constantly unless the occupant is wearing an integrated survival suit that includes the functionality of the life jacket; b) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken; c) when two life rafts are fitted, each shall be able to carry all occupants in the overload state; and d) equipment for making the pyrotechnical distress signals described in Annex 2. *Note.— The life raft overload state has a design safety margin of 1.5 times the maximum capacity.*	CAR 135.87.	Less protective or partially implemented or not implemented	Required only for operations more than 10 nm beyond autorotational distance from shore.	

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Chapter 4 Reference **4.5.2.2** **Standard**	4.5.2.2 Helicopters operating in performance Class 3 when operating beyond autorotational distance from land but within a distance from land specified by the appropriate authority of the responsible State shall be equipped with one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. *Note.— When determining the distance from land referred to in 4.5.2.2, consideration should be given to environmental conditions and the availability of search and rescue facilities.*	CAR 91.525, 135.87.	No Difference		The specified distance is 10 nm beyond autorotational distance from shore.
Chapter 4 Reference **4.5.2.2.1** **Standard**	4.5.2.2.1 For offshore operations, when operating beyond autorotational distance from land, the life jacket shall be worn unless the occupant is wearing an integrated survival suit that includes the functionality of the life jacket**.**	CAR 135.87.	Less protective or partially implemented or not implemented	All operations more than 10 nm beyond autorotational distance from shore require each passenger to wear a life preserver. Single-engine operations more than 10 nm beyond autorotational distance from shore require a helicopter flotation device or each occupant to wear an immenrsion suit.	
Chapter 4 Reference **4.5.2.3** **Standard**	4.5.2.3 Helicopters operating in performance Class 3 when operating beyond the distance specified in 4.5.2.2 shall be equipped as in 4.5.2.1.	CAR 135.87.	Less protective or partially implemented or not implemented	Required for operations more than 10 nm beyond autorotational distance from shore.	

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Chapter 4 Reference **4.5.2.4** **Standard**	4.5.2.4 In the case of helicopters operating in performance Class 2 or 3, when taking off or landing at a heliport where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be likelihood of a ditching, at least the equipment required in 4.5.2.1 a) shall be carried.	CAR 91 525.	No Difference		Specified if the flight distance to shore is more than the gliding distance for the aircraft.
Chapter 4 Reference **4.5.2.5** **Standard**	4.5.2.5 Each life jacket and equivalent individual flotation device, when carried in accordance with 4.5, shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.	CAR Part 91 Appendix A, A.14.	No Difference		
Chapter 4 Reference **4.5.2.6** **Recommendation**	4.5.2.6 **Recommendation.—** *On any helicopter for which the individual certificate of airworthiness is first issued on or after 1 January 1991, at least 50 per cent of the life rafts carried in accordance with the provisions of 4.5.2 should be deployable by remote control.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 4 Reference **4.5.2.7** **Recommendation**	4.5.2.7 **Recommendation.—** *Rafts which are not deployable by remote control and which have a mass of more than 40 kg should be equipped with some means of mechanically assisted deployment.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 4 Reference **4.5.2.8** **Recommendation**	4.5.2.8 **Recommendation.—** *On any helicopter for which the individual certificate of airworthiness was first issued before 1 January 1991, the provisions of 4.5.2.6 and 4.5.2.7 should be complied with no later than 31 December 1992.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 4 Reference **4.5.3.1** **Standard**	**4.5.3 All helicopters on flights over designated sea areas** 4.5.3.1 Helicopters, when operating over sea areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, shall be equipped with life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.	CAR 91.525, 135.87.	No Difference		
Chapter 4 Reference **4.5.3.2** **Recommendation**	4.5.3.2 **Recommendation.—** *For offshore operations, a survival suit should be worn by all occupants when the sea temperature is less than 10°C or when the estimated rescue time exceeds the calculated survival time. When the elevation and strength of the sun results in a high temperature hazard on the flight deck, consideration should be given to alleviating the flight crew from this recommendation.* *Note.— When establishing rescue time, the sea state and the ambient light conditions should be taken into consideration.*	CAR Part 135.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 4 Reference **4.6** **Standard**	**4.6 ALL HELICOPTERS ON FLIGHTS OVER DESIGNATED LAND AREAS** Helicopters, 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.		Not Applicable		No designated areas.

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Chapter 4 Reference **4.7.1** **Standard**	**4.7 EMERGENCY LOCATOR TRANSMITTER (ELT)** 4.7.1 From 1 July 2008, all helicopters operating in performance Class 1 and 2 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.5.1 a), with at least one automatic ELT and one ELT(S) in a raft or life jacket.	CAR 91.523, 91.525(c).	No Difference		All helicopters are required to be fitted with an automatic ELT. A multi-engine aircraft capable of continuing flight with one or more engines inoperative, on a flight over water more than 200 nm from shore must carry life raft(s), and an ELT(S) or EPIRB.
Chapter 4 Reference **4.7.2** **Standard**	4.7.2 From 1 July 2008, all helicopters operating in performance Class 3 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.5.1 b), with at least one automatic ELT and one ELT(S) in a raft or life jacket.	CAR 91.523, 91.525(b).	No Difference		

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Chapter 4 Reference **4.7.3** **Standard**	4.7.3 ELT equipment carried to satisfy the requirements of 4.7.1 and 4.7.2 shall operate in accordance with the relevant provisions of Annex 10, Volume III. *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.*	CAR Part 91 Appendix A, A.15.	No Difference		

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Chapter 4 Reference **4.8.1** **Standard**	**4.8 ALL HELICOPTERS ON HIGH ALTITUDE FLIGHTS** *Note.— Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows:* Absolute pressure — Metres / Feet *700 hPa — 3 000 / 10 000* *620 hPa — 4 000 / 13 000* *376 hPa — 7 600 / 25 000* 4.8.1 A helicopter 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 2.3.8.1.	CAR 91.533.	No Difference		

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Chapter 4 Reference **4.8.2** **Standard**	4.8.2 A helicopter 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 2.3.8.2.	CAR 91.535.	No Difference		
Chapter 4 Reference **4.8.3** **Standard**	4.8.3 A helicopter intended to be 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 which cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, and for which the individual certificate of airworthiness was issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of 2.3.8.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.	CAR 91.535	No Difference		
Chapter 4 Reference **4.8.4** **Recommendation**	4.8.4 **Recommendation.—** *A helicopter intended to be 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 which cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, and for which the individual certificate of airworthiness was issued before 9 November 1998, should be provided with automatically deployable oxygen equipment to satisfy the requirements of 2.3.8.2. The total number of oxygen dispensing units should exceed the number of passenger and cabin crew seats by at least 10 per cent.*	CAR 91.535.	No Difference		

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Chapter 4 Reference **4.9** **Standard**	**4.9 ALL HELICOPTERS IN ICING CONDITIONS** All helicopters shall be equipped with suitable anti-icing and/or de-icing devices when operated in circumstances in which icing conditions are reported to exist or are expected to be encountered.	CAR 91.421.	No Difference		
Chapter 4 Reference **4.10.0.1** **Recommendation**	**4.10 HELICOPTERS WHEN CARRYING PASSENGERS — SIGNIFICANT-WEATHER DETECTION** **Recommendation.—** *Helicopters when carrying passengers should be equipped with operative weather radar or other significant-weather detection equipment whenever such helicopters are being operated in areas where thunderstorms or other potentially hazardous weather conditions, regarded as detectable, may be expected to exist along the route either at night or under instrument meteorological conditions.*		Not Applicable		

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Chapter 4 Reference **4.11** **Standard**	**4.11 ALL HELICOPTERS REQUIRED TO COMPLY WITH THE NOISE CERTIFICATION STANDARDS IN ANNEX 16, VOLUME I** All helicopters required to comply with the noise certification Standards of Annex 16, Volume I, shall carry a document attesting noise certification. When the document, or a suitable statement attesting noise certification as contained in another document approved by the State of Registry, is issued in a language other than English, it shall include an English translation. *Note 1.— The attestation may be contained in any document, carried on board, approved by the State of Registry in accordance with the relevant provisions of Annex 16, Volume I.* *Note 2.— The various noise certification Standards of Annex 16, Volume I, which are applicable to helicopters are determined according to the date of application for a type certificate, or the date of acceptance of an application under an equivalent prescribed procedure by the certificating authority. Some helicopters are not required to comply with any noise certification Standard. For details see Annex 16, Volume I, Part II, Chapters 8 and 11.*	CAR 91.111.	Less protective or partially implemented or not implemented	Applies to foreign aircraft operating within New Zealand - not yet implemented for New Zealand aircraft.	

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Chapter 4 Reference **4.12.1** **Standard**	**4.12 HELICOPTERS CARRYING PASSENGERS — CABIN CREW SEATS** 4.12.1 All helicopters shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the helicopter) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 10.1 in respect of emergency evacuation. *Note 1.— In accordance with the provisions of 4.2.2 c) 1), a seat and seat belt shall be provided for the use of each additional cabin crew member.* *Note 2.— Safety harness includes shoulder straps and a seat belt which may be used independently.*	CAR 91.505(a)(3)(ii).	Less protective or partially implemented or not implemented	15-degree requirement not specified.	
Chapter 4 Reference **4.12.2** **Standard**	4.12.2 Cabin crew seats shall be located near floor level and other emergency exits as required by the State of Registry for emergency evacuation.	CAR 91.115.	Less protective or partially implemented or not implemented	No specific requirements for cabin crew seating in helicopters.	

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Chapter 4 Reference **4.13** **Standard**	**4.13 HELICOPTERS REQUIRED TO BE EQUIPPED WITH A PRESSURE-ALTITUDE REPORTING TRANSPONDER** Except as may be otherwise authorized by the appropriate authority, all helicopters shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the provisions of Annex 10, Volume IV. *Note.— This provision is intended to support the effectiveness of ACAS as well as to improve the effectiveness of air traffic services. The intent is also for aircraft not equipped with pressure-altitude reporting transponders to be operated so as not to share airspace used by aircraft equipped with airborne collision avoidance systems.*	CAR 91.541.	No Difference		
Chapter 4 Reference **4.14** **Standard**	**4.14 MICROPHONES** All flight crew members required to be on flight deck duty shall communicate through boom or throat microphones.	CAR 135.71.	Less protective or partially implemented or not implemented	Required only when a CVR is fitted and the aircraft is operating below 10,000 feet.	
Chapter 4 Reference **4.15.0.2** **Recommendation**	**4.15 VIBRATION HEALTH MONITORING SYSTEM** **Recommendation.—** *A helicopter which has a maximum certificated take-off mass in excess of 3 175 kg or a maximum passenger seating configuration of more than 9 should be equipped with a vibration health monitoring system.*	CAR Part 91.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 4 Reference **4.16.1** **Standard**	**4.16 HELICOPTERS 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)** 4.16.1 Where helicopters are equipped with automatic landing systems, HUD or equivalent displays, EVS, SVS or CVS, or any combination of those systems into a hybrid system, the use of such systems for the safe operation of a helicopter shall be approved by the State of the Operator. *Note 1.— Information regarding a HUD or equivalent displays, including references to RTCA and EUROCAE documents, is contained in the* Manual of All-Weather Operations *(Doc 9365).* *Note 2.— Automatic landing system — helicopter is an automatic approach using airborne systems which provide automatic control of the flight path, to a point aligned with the landing surface, from which the pilot can transition to a safe landing by means of natural vision without the use of automatic control.*		Not Applicable		

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Chapter 4 Reference **4.16.2** **Standard**	4.16.2 In approving the operational use of automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, the State of the Operator shall ensure that: a) the equipment meets the appropriate airworthiness certification requirements; b) the operator has carried out a safety risk assessment of the operations supported by the automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS; and c) the operator 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. *Note 1.— Guidance on safety risk assessments is contained in the* Safety Management Manual (SMM) *(Doc 9859).* *Note 2.— Guidance on operational approvals is contained in Attachment G.*		Not Applicable		
Chapter 4 Reference **4.17** **Note**	**4.17 ELECTRONIC FLIGHT BAGS (EFBS)** *Note.— Guidance on EFB equipment, functions and operational approval is contained in the* Manual on Electronic Flight Bags (EFBs) *(Doc 10020).*		Not Applicable		No compliance status for Notes.

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Chapter 4 Reference **4.17.1** **Standard**	**4.17.1 EFB equipment** Where portable EFBs are used on board a helicopter, the operator shall ensure that they do not affect the performance of the helicopter systems, equipment or the ability to operate the helicopter.	AC91-20 (Guidelines for the Approval and Use of Electronic Flight Bag Devices), 10.9.	No Difference		
Chapter 4 Reference **4.17.2.1** **Standard**	**4.17.2 EFB functions** 4.17.2.1 Where EFBs are used on board a helicopter the operator shall: a) assess the safety risk(s) associated with each EFB function; b) establish and document 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. *Note.— Guidance on safety risk assessments is contained in the* Safety Management Manual (SMM) *(Doc 9859).*	AC91-20.	No Difference		
Chapter 4 Reference **4.17.2.2** **Standard**	4.17.2.2 The State of the Operator shall approve the operational use of EFB functions to be used for the safe operation of helicopters.	AC91-20.	No Difference		

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Chapter 4 Reference **4.17.3** **Standard**	**4.17.3 EFB operational approval** In approving the operational use of EFBs, the State of the Operator shall ensure that: a) the EFB equipment and its associated installation hardware, including interaction with helicopter systems if applicable, meet the appropriate airworthiness certification requirements; b) the operator has assessed the safety risks associated with the operations supported by the EFB function(s); c) the operator has established requirements for redundancy of the information (if appropriate) contained and displayed by the EFB function(s); d) the operator has established and documented procedures for the management of the EFB function(s) including any databases it may use; and e) the operator has established and documented the procedures for the use of, and training requirements for the EFB function(s). *Note.— Guidance on safety risk assessments is contained in* the Safety Management Manual (SMM) *(Doc 9859).*	AC91-20.	No Difference		

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Chapter 5 Reference **5.1.1** **Standard**	**CHAPTER 5. HELICOPTER COMMUNICATION, NAVIGATION AND SURVEILLANCE EQUIPMENT** **5.1 COMMUNICATION EQUIPMENT** 5.1.1 A helicopter shall be provided with radio communication equipment capable of: a) conducting two-way communication for heliport 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. *Note.— The requirements of 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.*	CAR 91.513, 91.519.	No Difference		

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Chapter 5 Reference **5.1.2** **Standard**	5.1.2 The radio communication equipment required in accordance with 5.1.1 shall provide for communications on the aeronautical emergency frequency 121.5 MHz.	CAR Part 91 Appendix A, A.9(a)(1)(i).	No Difference		
Chapter 5 Reference **5.1.3** **Standard**	5.1.3 For operations where communication equipment is required to meet an RCP specification for performance-based communication (PBC), a helicopter shall, in addition to the requirements specified in 5.1.1: 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 helicopter RCP specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and c) have information relevant to the helicopter RCP specification capabilities included in the MEL. *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).*		Not Applicable		RCP not yet applied in New Zealand.

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Chapter 5 Reference **5.1.4** **Standard**	5.1.4 The State of the Operator shall, for operations where an RCP specification for PBC has been prescribed, ensure that the operator has established and documented: a) normal and abnormal procedures, including contingency procedures; b) flight crew qualification and proficiency requirements, in accordance with 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 not yet applied in New Zealand.
Chapter 5 Reference **5.1.5** **Standard**	5.1.5 The State of the Operator shall ensure that, in respect of those helicopters mentioned in 5.1.3, adequate provisions exist for: 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 helicopters, helicopter types or operators, identified in such reports as not complying with the RCP specification(s).		Not Applicable		RCP not yet applied in New Zealand.

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Chapter 5 Reference **5.2.1** **Standard**	**5.2 NAVIGATION EQUIPMENT** 5.2.1 A helicopter shall be provided with navigation equipment which will enable it to proceed: a) in accordance with its operational flight plan; and b) in accordance with the requirements of air traffic services; except when, if not so precluded by the appropriate authority, navigation for flights under VFR is accomplished by visual reference to landmarks.	CAR 91.519(b).	No Difference		

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Chapter 5 Reference **5.2.2** **Standard**	5.2.2 For operations where a navigation specification for performance-based navigation (PBN) has been prescribed, a helicopter shall, in addition to the requirements specified in 5.2.1: a) be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s); and b) have information relevant to the helicopter navigation specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and c) have information relevant to the helicopter navigation specification capabilities included in the MEL. *Note.— Guidance on helicopter documentation is contained in the* Performance-based Navigation (PBN) Manual *(Doc 9613).*	CAR 91.519(c).	No Difference		

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Chapter 5 Reference **5.2.3** **Standard**	5.2.3 The State of the Operator shall, for operations where a navigation specification for PBN has been prescribed, ensure that the operator has established and documented: a) normal and abnormal procedures, including contingency procedures; b) flight crew qualification and proficiency requirements, in accordance with the appropriate navigation 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 navigation specifications. *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).* *Note 2.— Electronic navigation data management is an integral part of normal and abnormal procedures*.	CARs 91.246; 91.519(b) and (c).	No Difference		
Chapter 5 Reference **5.2.4** **Standard**	5.2.4 The State of the Operator shall issue a specific approval for operations based on PBN authorization required (AR) navigation specifications. *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).*	CAR 91.246.	No Difference		

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Chapter 5 Reference **5.2.5** **Standard**	5.2.5 The helicopter shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the helicopter to navigate in accordance with 5.2.1 and, where applicable, 5.2.2.	CAR 135.353(1)(ii).	No Difference		
Chapter 5 Reference **5.2.6** **Standard**	5.2.6 On flights in which it is intended to land in instrument meteorological conditions, a helicopter shall be provided with appropriate navigation equipment providing guidance to a point from which a visual landing can be effected. This equipment shall be capable of providing such guidance at each heliport at which it is intended to land in instrument meteorological conditions and at any designated alternate heliports.	CAR 91.519(b).	No Difference		
Chapter 5 Reference **5.3.1** **Standard**	**5.3 SURVEILLANCE EQUIPMENT** 5.3.1 A helicopter shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services.	CAR 91.247.	No Difference		

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Chapter 5 Reference **5.3.2** **Standard**	5.3.2 For operations where surveillance equipment is required to meet an RSP specification for performance-based surveillance (PBS), a helicopter shall, in addition to the requirements specified in 5.3.1: 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 helicopter RSP specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and c) have information relevant to the helicopter RSP specification capabilities included in the MEL. *Note 1.— Information on surveillance equipment is contained in the* Aeronautical Surveillance Manual *(Doc 9924).* *Note 2.— Information on RSP specifications for performance-based surveillance is contained in the* Performance-based Communication and Surveillance (PBCS) Manual *(Doc 9869).*		Not Applicable		PBS not applied in New Zealand.

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Chapter 5 Reference **5.3.3** **Standard**	5.3.3 The State of the Operator shall, for operations where an RSP specification for PBS has been prescribed, ensure that the operator has established and documented: 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		PBS not applied in New Zealand.
Chapter 5 Reference **5.3.4** **Standard**	5.3.4 The State of the Operator shall ensure that, in respect of those helicopters mentioned in 5.3.2, adequate provisions exist for: 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 helicopter, helicopter types or operators, identified in such reports as not complying with the RSP specification(s).		Not Applicable		PBS not applied in New Zealand.

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Chapter 5 Reference **5.4** **Standard**	**5.4 INSTALLATION** The equipment installation shall be such that the failure of any single unit required for communication, navigation or surveillance purposes or any combination thereof will not result in the failure of another unit required for communication, navigation or surveillance purposes.	CAR 135.353(1)(i).	No Difference		
Chapter 5 Reference **5.5.1** **Standard**	**5.5 ELECTRONIC NAVIGATION DATA MANAGEMENT** 5.5.1 The operator shall not employ electronic navigation data products that have been processed for application in the air and on the ground, unless the State of the Operator has approved the operator's procedures for ensuring that the process applied and the products delivered have met acceptable standards of integrity and that the products are compatible with the intended function of the existing equipment. The State of the Operator shall ensure that the operator continues to monitor both the process and products. *Note.— Guidance relating to the processes that data suppliers may follow is contained in RTCA DO200A/EUROCAE ED-76 and RTCA DO-201A/EUROCAE ED-77.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 5 Reference **5.5.2** **Standard**	5.5.2 The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 6 Reference **6.1.1** **Standard**	**CHAPTER 6. HELICOPTER MAINTENANCE††** *Note 1.— For the purpose of this chapter "helicopter" includes: engines, power transmissions, rotors, components, accessories, instruments, equipment and apparatus including emergency equipment.* *Note 2.— Reference is made throughout this chapter to the requirements of the State of Registry. When the State of the Operator is not the same as the State of Registry, it may be necessary to consider any additional requirements of the State of the Operator.* *Note 3.— Guidance on continuing airworthiness requirements is contained in the* Airworthiness Manual *(Doc 9760).* **6.1 OPERATOR'S MAINTENANCE RESPONSIBILITIES††** 6.1.1 Operators shall ensure that, in accordance with procedures acceptable to the State of Registry: a) each helicopter they operate is maintained in an airworthy condition; b) the operational and emergency equipment necessary for the intended flight is serviceable; and c) the certificate of airworthiness of the helicopter they	a) CAR 91.603. b) CAR 91.605. c) CAR 21.179.	No Difference		

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	operate remains valid. --- †† Applicable as of 5 November 2020, the following Chapter and paragraph will be titled: Chapter 6 — *Helicopter Continuing Airworthiness*. Paragraph 6.1 — *Operator's Continuing Airworthiness Responsibilities.*				
Chapter 6 Reference **6.1.2** **Standard**	6.1.2 Until 4 November 2020, the operator shall not operate a helicopter unless it is maintained and released to service by an organization approved in accordance with Annex 6, Part I, 8.7, or under an equivalent system, either of which shall be acceptable to the State of Registry.	CAR 135.402(c) and (d).	No Difference		
Chapter 6 Reference **6.1.2** **Standard**	*6.1.2* As of 5 November 2020, the operator shall not operate a helicopter unless maintenance on the helicopter, including any associated engine, rotor and part, is carried out: a) by an organization complying with Annex 8, Part II, Chapter 6 that is either approved by the State of Registry of the helicopter 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; and there is a maintenance release in relation to the maintenance carried out.	CAR 135.402(c) and (d).	No Difference		

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Chapter 6 Reference **6.1.3** **Standard**	6.1.3 Until 4 November 2020, when the State of Registry accepts an equivalent system, the person signing the maintenance release shall be licensed in accordance with Annex 1.	CAR 43.101.	No Difference		
Chapter 6 Reference **6.1.4** **Standard**	6.1.4 The operator shall employ a person or group of persons to ensure that all maintenance is carried out in accordance with the maintenance control manual.	CAR 119.101(a)(ii) and (b)(1)(iii).	No Difference		
Chapter 6 Reference **6.1.5** **Standard**	6.1.5 The operator shall ensure that the maintenance of its helicopters is performed in accordance with the maintenance programme approved by the State of Registry.	CAR 91.605, 119.111, 135.402.	No Difference		
Chapter 6 Reference **6.2.1** **Standard**	**6.2 OPERATOR'S MAINTENANCE CONTROL MANUAL** 6.2.1 The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance control manual, acceptable to the State of Registry, in accordance with the requirements of 9.2. The design of the manual shall observe Human Factors principles. *Note.— Guidance material on the application of Human Factors principles can be found in the* Human Factors Training Manual *(Doc 9683).*	CAR 119.111.	Less protective or partially implemented or not implemented	No reference to Human Factors principles.	

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Chapter 6 Reference **6.2.2** **Standard**	6.2.2 The operator shall ensure that the maintenance control manual is amended as necessary to keep the information contained therein up to date.	CAR 119.113.	No Difference		
Chapter 6 Reference **6.2.3** **Standard**	6.2.3 Copies of all amendments to the operator's maintenance control manual shall be furnished promptly to all organizations or persons to whom the manual has been issued.	CAR 119.113.	No Difference		
Chapter 6 Reference **6.2.4** **Standard**	6.2.4 The operator shall provide the State of the Operator and the State of Registry with a copy of the operator's maintenance control manual, together with all amendments and/or revisions to it and shall incorporate in it such mandatory material as the State of the Operator or the State of Registry may require.	CAR 119.125(a)(7).	No Difference		
Chapter 6 Reference **6.3.1** **Standard**	**6.3 MAINTENANCE PROGRAMME** 6.3.1 The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, approved by the State of Registry, containing the information required by 9.3. The design and application of the operator's maintenance programme shall observe Human Factors principles. *Note.— Guidance material on the application of Human Factors principles can be found in the* Human Factors Training Manual *(Doc 9683)*.	CAR 119.111.	Less protective or partially implemented or not implemented	No reference to Human Factors principles.	

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Chapter 6 Reference **6.3.2** **Standard**	6.3.2 Copies of all amendments to the maintenance programme shall be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.	CAR 119.113.	No Difference		
Chapter 6 Reference **6.4.1** **Standard**	**6.4 MAINTENANCE RECORDS††** 6.4.1 The operator shall ensure that the following records are kept for the periods mentioned in 6.4.2: a) the total time in service (hours, calendar time and cycles, as appropriate) of the helicopter and all life-limited components; b) the current status of compliance with all mandatory continuing airworthiness information; c) appropriate details of modifications and repairs to the helicopter and its major components; d) the time in service (hours, calendar time and cycles, as appropriate) since last overhaul of the helicopter or its components subject to a mandatory overhaul life; e) the current status of the helicopter's compliance with the maintenance programme; and f) the detailed maintenance records to show that all requirements for a maintenance release have been met. --- †† As of 5 November 2020, section 6.4 will be titled *Continuing Airworthiness Records*.	CAR 91.617, CAR 43.69.	No Difference		

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Chapter 6 Reference **6.4.2** **Standard**	6.4.2 The records in 6.4.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service, and the records in 6.4.1 f) for a minimum period of one year after the signing of the maintenance release.	CAR 91.623.	More Exacting or Exceeds	All 12 months.	
Chapter 6 Reference **6.4.3** **Standard**	6.4.3 In the event of a temporary change of operator, the records shall be made available to the new operator. In the event of any permanent change of operator, the records shall be transferred to the new operator.	CAR 91.621.	No Difference		
Chapter 6 Reference **6.4.4** **Standard**	6.4.4 As of 5 November 2020, records kept and transferred in accordance with 6.4 shall be maintained in a form and format that ensures readability, security and integrity of the records at all times. *Note 1.— The form and format of the records may include, for example, paper records, film records, electronic records or any combination thereof.* *Note 2.— Guidance regarding electronic aircraft continuing airworthiness records is included in the* Airworthiness Manual *(Doc 9760).*	CAR 91.617.	No Difference		

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Chapter 6 Reference **6.5.1** **Standard**	**6.5 CONTINUING AIRWORTHINESS INFORMATION** 6.5.1 The operator of a helicopter over 3 175 kg maximum mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as prescribed by the State of Registry and report through the system specified in Annex 8, Part II, 4.2.3 f) and 4.2.4.	TBA.	No Difference	TBA.	
Chapter 6 Reference **6.5.2** **Standard**	6.5.2 The operator of a helicopter over 3 175 kg maximum mass shall obtain and assess continuing airworthiness information and recommendations available from the organization responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the State of Registry. *Note.— Guidance on interpretation of "the organization responsible for the type design" is contained in the* Airworthiness Manual *(Doc 9760).*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 6 Reference **6.6** **Standard**	**6.6 MODIFICATIONS AND REPAIRS** 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.	CAR 21.303, CAR 43.53.	No Difference		

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Chapter 6 Reference **6.7.1** **Standard**	**6.7 MAINTENANCE RELEASE** 6.7.1 Until 4 November 2020, a maintenance release shall be completed and signed to certify that the maintenance work performed has been completed satisfactorily and in accordance with approved data and the procedures described in the maintenance organization's procedures manual.	CAR 43.105, 91.603(a)(7).	Different in character or other means of compliance	The document is known as the Technical Log in New Zealand.	
Chapter 6 Reference **6.7.1** **Standard**	*6.7.1* 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.	CAR 43.105, 91.603(a)(7).	No Difference		
Chapter 6 Reference **6.7.2** **Standard**	6.7.2 Until 4 November 2020, a maintenance release shall contain a certification including: a) basic details of the maintenance carried out including detailed reference of the approved data used; 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, 91.603(a)(7).	No Difference		

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Chapter 6 Reference **6.7.2** **Standard**	*6.7.2* 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 approved data and the procedures acceptable to the State of Registry.	CAR 43.105.	No Difference		
Chapter 6 Reference **6.7.3** **Standard**	*6.7.3* 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 carried out including detailed reference of the approved data used; b) the date such maintenance was completed; and c) the identity of the person or persons signing the release.	CAR 43.105.	No Difference		

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Chapter 6 Reference **6.8.1** **Standard**	**6.8 RECORDS** 6.8.1 The operator shall ensure that the following records are kept: a) in respect of the entire helicopter: the total time in service; b) in respect of the major components of the helicopter: 1) the total time in service; 2) the date of the last overhaul; 3) the date of the last inspection; c) in respect of those instruments and equipment, the serviceability and operating life of which are determined by their time in service: 1) such records of the time in service as are necessary to determine their serviceability or to compute their operating life; 2) the date of the last inspection.	CAR 91.627, CAR 43.69.	No Difference		
Chapter 6 Reference **6.8.2** **Standard**	6.8.2 These records shall be kept for a period of 90 days after the end of the operating life of the unit to which they refer.	CAR 91.623.	More Exacting or Exceeds	Twelve months.	

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Chapter 7 Reference **7.1.1** **Standard**	**CHAPTER 7. HELICOPTER FLIGHT CREW** **7.1 COMPOSITION OF THE FLIGHT CREW** 7.1.1 The number and composition of the flight crew shall not be less than that specified in the operations manual. The flight crews shall include flight crew members in addition to the minimum numbers specified in the flight manual or other documents associated with the certificate of airworthiness, when necessitated by considerations related to the type of helicopter used, the type of operation involved and the duration of flight between points where flight crews are changed.	CAR 91.109, CAR 135.503(b).	No Difference		
Chapter 7 Reference **7.1.2** **Standard**	7.1.2 The flight crew shall include at least one member authorized by the State of Registry to operate the type of radio transmitting equipment to be used. *Note.— Some States have dispensed with the system of issuing radio licences*.	CAR Part 61.	No Difference		All New Zealand pilot licences are endorsed with a Flight Radio Telephone Operator rating.

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Chapter 7 Reference **7.2** **Standard**	**7.2 FLIGHT CREW MEMBER EMERGENCY DUTIES** The operator shall, for each type of helicopter, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation. Annual 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 helicopter.	CAR 135.557, 135.559, 135.561.	No Difference		

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Chapter 7 Reference **7.3.1** **Standard**	**7.3 FLIGHT CREW MEMBER TRAINING PROGRAMMES** 7.3.1 The operator shall establish and maintain a ground and flight training programme, approved by the State of the Operator, which ensures that all flight crew members are adequately trained to perform their assigned duties. The training programme shall: a) include ground and flight training facilities and properly qualified instructors as determined by the State of the Operator; b) consist of ground and flight training for the type(s) of helicopter on which the flight crew member serves; c) include proper flight crew coordination and training for all types of emergency and abnormal situations or procedures caused by engine, transmission, rotor, airframe or systems malfunctions, fire or other abnormalities; d) include training in knowledge and skills related to the visual and instrument flight procedures for the intended area of operation, human performance and threat and error management, the transport of dangerous goods and, where applicable, procedures specific to the environment in which the helicopter is to be operated; e) ensure that all flight crew members know the functions for which they are responsible and the relation of these functions to the functions of other crew members, particularly in regard to abnormal or emergency procedures; f) include training in knowledge and skills related to the	CAR Part 135 Subpart I.	No Difference		Not applicable in the case of f).

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	operational use of head-up display and/or enhanced vision systems for those helicopters so equipped; and g) be given on a recurrent basis, as determined by the State of the Operator and shall include an assessment of competence. *Note 1.— Paragraph 2.2.5 prohibits the in-flight simulation of emergency or abnormal situations when passengers or cargo are being carried.* *Note 2.— Flight training may, to the extent deemed appropriate by the State of the Operator, be given in flight simulation training devices approved by the State for that purpose.* *Note 3.— The scope of the recurrent training required by 7.2 and 7.3 may be varied and need not be as extensive as the initial training given in a particular type of helicopter.* *Note 4.— The use of correspondence courses and written examinations as well as other means may, to the extent deemed feasible by the State of the Operator, be utilized in meeting the requirements for periodic ground training.* *Note 5.— Provisions for training in the transport of dangerous goods are contained in Annex 18.* *Note 6.— Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the* Human Factors Training Manual *(Doc 9683).* *Note 7.— Information for pilots and flight operations personnel on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I.*				

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	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. *Note 8.— Guidance material to design flight crew training programmes can be found in the* Manual of Evidence-based Training *(Doc 9995).* *Note 9.— Guidance material on the different means used to assess competence can be found in the Attachment to Chapter 2 of the* Procedures for Air Navigation Services — Training *(PANS-TRG, Doc 9868).*				
Chapter 7 Reference **7.3.2** **Standard**	7.3.2 The requirement for recurrent flight training in a particular type of helicopter shall be considered fulfilled by: a) the use, to the extent deemed feasible by the State of the Operator, of flight simulation training devices approved by that State for that purpose; or b) the completion within the appropriate period of the proficiency check required by 7.4.4 in that type of helicopter.	CAR 135.607.	No Difference		

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Chapter 7 Reference **7.4.1.1** **Standard**	**7.4 QUALIFICATIONS** *Note.— See the* Manual of Procedures for Establishment and Management of a State's Personnel Licensing System *(Doc 9379) for guidance of a general nature on cross-crew qualification, mixed-fleet flying and cross-credit.* **7.4.1 Recent experience — pilot-in-command and co-pilot** 7.4.1.1 The operator shall not assign a pilot-in-command or a co-pilot to operate at the flight controls of a type or variant of a type of a helicopter during take-off and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding 90 days on the same type of helicopter or in a flight simulator approved for the purpose.	CAR 61.37.	No Difference		
Chapter 7 Reference **7.4** **Standard**	7.4.1.2 When a pilot-in-command or a co-pilot is flying several variants of the same type of helicopter or different types of helicopter with similar characteristics in terms of operating procedures, systems and handling, the State shall decide under which conditions the requirements of 7.4.1.1 for each variant or each type of helicopter can be combined.	CAR 61.55(d).	No Difference		
Chapter 7 Reference **7.4.2.1** **Standard**	**7.4.2 Pilot-in-command operational qualification** 7.4.2.1 The operator shall not utilize a pilot as pilot-in-command of a helicopter on an operation for which that pilot is not currently qualified until such pilot has complied with 7.4.2.2 and 7.4.2.3.	CAR 135.503(a)(4).	No Difference		

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Chapter 7 Reference **7.4.2.2** **Standard**	7.4.2.2 Each such pilot shall demonstrate to the operator an adequate knowledge of: a) the operation to be flown. This shall include knowledge of: 1) the terrain and minimum safe altitudes; 2) the seasonal meteorological conditions; 3) the meteorological, communication and air traffic facilities, services and procedures; 4) the search and rescue procedures; and 5) the navigation facilities and procedures associated with the route or area in which the flight is to take place; and b) procedures applicable to flight paths over heavily populated areas and areas of high air traffic density, obstructions, physical layout, lighting, approach aids and arrival, departure, holding and instrument approach procedures, and applicable operating minima. *Note.— That portion of the demonstration relating to arrival, departure, holding and instrument approach procedures may be accomplished in an appropriate training device which is adequate for this purpose.*	CAR 135.607(1).	No Difference		

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Chapter 7 Reference **7.4.2.3** **Standard**	7.4.2.3 A pilot-in-command shall have made a flight, representative of the operation with which the pilot is to be engaged which must include a landing at a representative heliport, as a member of the flight crew and accompanied by a pilot who is qualified for the operation.	CAR 135.607(1).	No Difference		
Chapter 7 Reference **7.4.2.4** **Standard**	7.4.2.4 The operator shall maintain a record, sufficient to satisfy the State of the Operator of the qualification of the pilot and of the manner in which such qualification has been achieved.	CAR 135.613.	No Difference		
Chapter 7 Reference **7.4.2.5** **Standard**	7.4.2.5 The operator shall not continue to utilize a pilot as a pilot-in-command on an operation in an area specified by the operator and approved by the State of the Operator unless, within the preceding 12 months, the pilot has made at least one representative flight as a pilot member of the flight crew, or as a check pilot, or as an observer on the flight deck. In the event that more than 12 months elapse in which a pilot has not made such a representative flight, prior to again serving as a pilot-in-command on that operation, that pilot must requalify in accordance with 7.4.2.2 and 7.4.2.3.	CAR 135.607.	No Difference		

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Chapter 7 Reference **7.4.3.1** **Standard**	**7.4.3 Pilot proficiency checks** 7.4.3.1 The operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the pilot's competence on each type or variant of a type of helicopter. Where the operation may be conducted under IFR, 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 to a representative of the State of the Operator. Such checks shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement. *Note 1.— Flight simulation training devices approved by the State of the Operator may be used for those parts of the checks for which they are specifically approved.* *Note 2.— See the* Manual of Criteria for the Qualification of Flight Simulation Training Devices *(Doc 9625)*, Volume II *— Helicopters.*	CAR 135.607(2) and (3).	No Difference		
Chapter 7 Reference **7.4.3.2** **Standard**	7.4.3.2 When the operator schedules flight crew on several variants of the same type of helicopter or different types of helicopters with similar characteristics in terms of operating procedures, systems and handling, the State shall decide under which conditions the requirements of 7.4.3.1 for each variant or each type of helicopter can be combined.	CAR 135.607(2) and (3)(ii).	No Difference		

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Chapter 7 Reference **7.5** **Standard**	**7.5 FLIGHT CREW EQUIPMENT** A flight crew member assessed as fit to exercise the privileges of a licence, subject to the use of suitable correcting lenses, shall have a spare set of the correcting lenses readily available when exercising those privileges.	CAA Medical Manual.	No Difference		Medical Certificate endorsement (basic requirement when visual acuity is 6/24 or worse).
Chapter 8 Reference **8.1** **Standard**	**CHAPTER 8. FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER** 8.1 When the State of the Operator requires that a flight operations officer/flight dispatcher, employed in conjunction with an approved method of control and supervision of flight operations be licensed, that flight operations officer/flight dispatcher shall be licensed in accordance with the provisions of Annex 1.		Not Applicable		New Zealand does not license flight operations officers or flight dispatchers.
Chapter 8 Reference **8.2** **Standard**	8.2 In accepting proof of qualifications other than the option of holding of a flight operations officer/flight dispatcher licence, the State of the Operator, in accordance with the approved method of control and supervision of flight operations, shall require that, as a minimum, such persons meet the requirements specified in Annex 1 for the flight operations officer/flight dispatcher licence.		Not Applicable		

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Chapter 8 Reference **8.3** **Standard**	8.3 A flight operations officer/flight dispatcher shall not be assigned to duty unless that person has: a) satisfactorily completed the operator-specific training course that addresses all the specific components of its approved method of control and supervision of flight operations specified in 2.2.1.3; *Note.— Guidance on the composition of such training syllabi is provided in the* Training Manual *(Doc 7192), Part D-3 —* Flight Operations Officers/Flight Dispatchers. b) made, within the preceding 12 months, at least a one-way qualification flight in a helicopter over any area for which that person is authorized to exercise flight supervision. The flight shall include landings at as many heliports as practicable; *Note.— For the purpose of the qualification flight, the flight operations officer/flight dispatcher must be able to monitor the flight crew intercommunication system and radio communications, and be able to observe the actions of the flight crew.* c) demonstrated to the operator a knowledge of: 1) the contents of the operations manual described in Appendix 7; 2) the radio equipment in the helicopters used; and 3) the navigation equipment in the helicopters used; d) demonstrated to the operator a knowledge of the		Not Applicable		

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	following details concerning operations for which the officer is responsible and areas in which that individual is authorized to exercise flight supervision: 1) the seasonal meteorological conditions and the sources of meteorological information; 2) the effects of meteorological conditions on radio reception in the helicopters used; 3) the peculiarities and limitations of each navigation system which is used by the operation; and 4) the helicopter loading instructions; e) satisfied the operator as to knowledge and skills related to human performance as they apply to dispatch duties; and f) demonstrated to the operator the ability to perform the duties specified in 2.6.				
Chapter 8 Reference **8.4** **Recommendation**	8.4 **Recommendation.—** *A flight operations officer/flight dispatcher assigned to duty should maintain complete familiarization with all features of the operations which are pertinent to such duties, including knowledge and skills related to human performance.* *Note.— Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the* Human Factors Training Manual *(Doc 9683).*		Not Applicable		

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Chapter 8 Reference **8.5** **Recommendation**	8.5 **Recommendation.—** *A flight operations officer/flight dispatcher should not be assigned to duty after 12 consecutive months of absence from such duty, unless the provisions of 8.3 are met.*		Not Applicable		

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Chapter 9 Reference **9.1** **Standard**	**CHAPTER 9. MANUALS, LOGS AND RECORDS** *Note.— The following additional manuals, logs and records are associated with this Annex but are not included in this chapter:* *Fuel and oil records — see 2.2.9* *Maintenance records — see 6.4††* *Flight time, flight duty periods, duty periods and rest periods records — see 2.8.3.3* *Flight preparation forms — see 2.3* *Operational flight plan — see 2.3.3* *Pilot-in-command operational qualification records — see 7.4.3.4.* **9.1 FLIGHT MANUAL** *Note.— The flight manual contains the information specified in Annex 8.* The flight manual shall be updated by implementing changes made mandatory by the State of Registry.	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs, but is customary practice.	

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	---------- †† Applicable as of 5 November 2020, section 6.4 will be titled *Continuing Airworthiness Records*.				

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Chapter 9 Reference **9.2** **Standard**	**9.2 OPERATOR'S MAINTENANCE CONTROL MANUAL** The operator's maintenance control manual provided in accordance with 6.2, which may be issued in separate parts, shall contain the following information: a) a description of the procedures required by 6.1.1 including, when applicable: 1) a description of the administrative arrangements between the operator and the approved maintenance organization; 2) a description of the maintenance procedures and the procedures for completing and signing a maintenance release when maintenance is based on a system other than that of an approved maintenance organization; b) names and duties of the person or persons required by 6.1.4; c) a reference to the maintenance programme required by 6.3.1; d) a description of the methods used for the completion and retention of the operator's maintenance records required by 6.4; e) a description of the procedures for monitoring, assessing and reporting maintenance and operational experience required by 6.5.1; f) a description of the procedures for complying with the service information reporting requirements of Annex 8, Part II, 4.2.3 f) and 4.2.4;	CAR 119.109, 119.111.	No Difference		

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	g) a description of procedures for assessing continuing airworthiness information and implementing any resulting actions, as required by 6.5.2; h) a description of the procedures for implementing action resulting from mandatory continuing airworthiness information; i) a description of establishing and maintaining 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; j) a description of helicopter types and models to which the manual applies; k) a description of procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified; l) a description of the procedures for advising the State of Registry of significant in-service occurrences; m) a description of procedures to control the leasing of aircraft and related aeronautical products; and n) a description of the maintenance control manual amendment procedures.				

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Chapter 9 Reference **9.3.1** **Standard**	**9.3 MAINTENANCE PROGRAMME** 9.3.1 A maintenance programme for each helicopter as required by 6.3 shall contain the following information: a) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilization of the helicopter; b) when applicable, a continuing structural integrity programme; c) procedures for changing or deviating from a) and b) above; and d) when applicable, condition monitoring and reliability programme descriptions for helicopter systems, components, power transmissions, rotors and engines. ---------- †† Applicable as of 5 November 2020, section 6.4 will be titled *Continuing Airworthiness Records*.	CAR Part 91 Subpart G; CAR 119.111.	No Difference		
Chapter 9 Reference **9.3.2** **Standard**	9.3.2 Maintenance tasks and intervals that have been specified as mandatory in approval of the type design shall be identified as such.	CAR 43.53(8); CAR Part 91 Subpart G.	No Difference		

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Chapter 9 Reference **9.3.3** **Recommendation**	9.3.3 **Recommendation.—** *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.*	CAR Part 91 Subpart G; CAR 119.111.	No Difference		

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Chapter 9 Reference **9.4.1** **Recommendation**	**9.4 JOURNEY LOG BOOK** 9.4.1 **Recommendation.—** *The helicopter journey log book should contain the following items and the corresponding Roman numerals:* *I — Helicopter nationality and registration.* *II — Date.* *III — Names of crew members.* *IV — Duty assignments of crew members.* *V — Place of departure.* *VI — Place of arrival.* *VII — Time of departure.* *VIII — Time of arrival.* *IX — Hours of flight.* *X — Nature of flight (private, scheduled or non-scheduled).* *XI — Incidents, observations, if any.* *XII — Signature of person in charge.*	CAR 91.112, 91.619.	No Difference		

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Chapter 9 Reference **9.4.2** **Recommendation**	9.4.2 **Recommendation.—** *Entries in the journey log book should be made currently and in ink or indelible pencil.*	CARs.	Less protective or partially implemented or not implemented	Not specified in CARs.	
Chapter 9 Reference **9.4.3** **Recommendation**	9.4.3 **Recommendation.—** *Completed journey log books should be retained to provide a continuous record of the last six months' operations*.	CAR 91.112(b).	More Exacting or Exceeds	Twelve months.	
Chapter 9 Reference **9.5** **Standard**	**9.5 RECORDS OF EMERGENCY AND SURVIVAL EQUIPMENT CARRIED** Operators 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 any of their helicopters 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.	CAR 135.59.	No Difference		

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Chapter 9 Reference **9.6** **Standard**	**9.6 FLIGHT RECORDER RECORDS** The operator shall ensure, to the extent possible, in the event the helicopter 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		
Reference **10.1** **Standard**	**CHAPTER 10. CABIN CREW** **10.1 ASSIGNMENT OF EMERGENCY DUTIES** The operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin crew required for each type of helicopter, based on seating capacity or the number of passengers carried, which shall not be less than the minimum number established during certification, in order to effect a safe and expeditious evacuation of the helicopter, 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 helicopter.	CAR 91.115.	No Difference		

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Reference **10.2** **Standard**	**10.2 PROTECTION OF CABIN CREW DURING FLIGHT** 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. *Note.— The foregoing does not preclude the pilot-in-command from directing the fastening of the seat belt only, at times other than during take-off and landing.*	CAR 91.205.	No Difference		

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Reference **10.3** **Standard**	**10.3 TRAINING** The operator shall establish and maintain a training programme, approved by the State of the Operator, to be completed by all persons before being assigned as a cabin crew member. Cabin crew members shall complete a recurrent training programme annually. These training programmes shall ensure that each person is: a) competent to execute those safety duties and functions that the cabin attendant is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation; b) drilled and capable in the use of emergency and life-saving equipment required to be carried, such as life jackets, life rafts, evacuation slides, emergency exits, portable fire extinguishers, oxygen equipment, first-aid and universal precaution kits, and automated external defibrillators; c) when serving on helicopters operated above 3 000 m (10 000 ft), knowledgeable as regards the effect of lack of oxygen and, in the case of pressurized helicopters, as regards physiological phenomena accompanying a loss of pressurization; d) aware of other crew members' assignments and functions in the event of an emergency so far as is necessary for the fulfilment of the cabin crew member's own duties; e) aware of the types of dangerous goods which may, and may not, be carried in a passenger cabin; and f) knowledgeable about human performance as related to passenger cabin safety duties including flight	CAR 135.557, 135.559, 135.561.	No Difference		Part 135 does not specifically mention flight attendants, but the rules listed cover all crew members.

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	crew-cabin crew coordination. *Note 1.— Requirements for the training of cabin crew members in the transport of dangerous goods are included in the Dangerous Goods Training Programme contained in Annex 18* — The Safe Transport of Dangerous Goods by Air *and the* Technical Instructions for the Safe Transport of Dangerous Goods by Air *(Doc 9284).* *Note 2.— Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the* Cabin Crew Safety Training Manual *(Doc 10002).*				
Reference **11.1** **Standard**	**CHAPTER 11. SECURITY*** **11.1 HELICOPTER SEARCH PROCEDURE CHECKLIST** The operator shall ensure that there is on board a checklist of the procedures to be followed in searching for a bomb in case of suspected sabotage. The checklist shall be supported by guidance on the course of action to be taken should a bomb or suspicious object be found.	CAR 108.53(b)(2), 108.55(b)(2).	Less protective or partially implemented or not implemented	Rules do not apply to Part 135 operations.	

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Reference **11.2.1** **Standard**	**11.2 TRAINING PROGRAMMES** 11.2.1 The operator shall establish and maintain a training programme which enables crew members to act in the most appropriate manner to minimize the consequences of acts of unlawful interference. --- * In the context of this Chapter, the word "security" is used in the sense of prevention of illicit acts against civil aviation.	CAR Part 108.	Less protective or partially implemented or not implemented	Rules do not apply to Part 135 operations.	
Reference **11.2.2** **Standard**	11.2.2 The operator shall also establish and maintain a training programme to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on a helicopter so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.	CAR Part 108.	Less protective or partially implemented or not implemented	Rules do not apply to Part 135 operations.	
Reference **11.3** **Standard**	**11.3 REPORTING ACTS OF UNLAWFUL INTERFERENCE** Following an act of unlawful interference the pilot-in-command shall submit, without delay, a report of such an act to the designated local authority.	CAR 12.55.	No Difference		

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Chapter 1 Reference **1.1.1** **Standard**	**CHAPTER 1. GENERAL** *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 established in Article 83* bis. *Note 2.— In the case of international operations effected jointly with helicopters not all of which are registered in the same Contracting State, nothing in this Part of the Annex*	CAR 91.753(2).	No Difference		

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	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. **1.1 COMPLIANCE WITH LAWS, REGULATIONS AND PROCEDURES** 1.1.1 The pilot-in-command shall comply with the relevant laws, regulations and procedures of the States in which the helicopter is operated. *Note 1.— Compliance with more restrictive measures, not in contravention of the provisions of 1.1.1, may be required by the State of Registry.* *Note 2.— Rules covering flight over the high seas are contained in Annex 2.* *Note 3.— 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*				
Chapter 1 Reference **1.1.2** **Standard**	1.1.2 The pilot-in-command shall be responsible for the operation and safety of the helicopter and for the safety of all crew members, passengers and cargo on board, from the moment the engine(s) are started until the helicopter finally comes to rest at the end of the flight, with the engine(s) shut down and the rotor blades stopped.	CA Act 1990 s13.	No Difference		

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Chapter 1 Reference **1.1.3** **Standard**	1.1.3 If an emergency situation which endangers the safety of the helicopter 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. Such reports shall be submitted as soon as possible and normally within ten days.	CA Act 1990 s13A.	No Difference		
Chapter 1 Reference **1.1.4** **Standard**	1.1.4 The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the helicopter, resulting in serious injury or death of any person or substantial damage to the helicopter or property. *Note.— A definition of the term "serious injury" is contained in Annex 13.*	CA Act 1990 s26.	No Difference		
Chapter 1 Reference **1.1.5** **Recommendation**	1.1.5 **Recommendation.—** *The pilot-in-command should have available on board the helicopter essential information concerning the search and rescue services in the areas over which it is intended the helicopter will be flown.*	CAR Part 91.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	

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Chapter 1 Reference **1.2** **Note**	**1.2 DANGEROUS GOODS** *Note 1.— Provisions for carriage of dangerous goods are contained in Annex 18.* *Note 2.— Article 35 of the Convention refers to certain classes of cargo restrictions.*		Not Applicable		Compliance data not required for Notes.
Chapter 1 Reference **1.3** **Note**	**1.3 USE OF PSYCHOACTIVE SUBSTANCES** *Note.— Provisions concerning the use of psychoactive substances are contained in Annex 1, 1.2.7 and Annex 2, 2.5.*		Not Applicable		Compliance data not required for Notes.
Chapter 1 Reference **1.4** **Standard**	**1.4 SPECIFIC APPROVALS** The pilot-in-command shall not conduct operations for which a specific approval is required unless such approval has been issued by the State of Registry. Specific approvals shall follow the layout and contain at least the information listed in Appendix 5.	CAR 91.246.	Different in character or other means of compliance	If this is equivalent to 7.2.4 in Annex 6 Part I, then the reference applies. Otherwise, it isn't provided for in the rules.	

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Chapter 2 Reference **2.1** **Standard**	**CHAPTER 2. FLIGHT OPERATIONS** **2.1 ADEQUACY OF OPERATING FACILITIES** The pilot-in-command shall not commence a flight unless it has been ascertained by every reasonable means available that the ground and/or water facilities available and directly required for such flight and for the safe operation of the helicopter are adequate including communication facilities and navigation aids. *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.*	CARs 91.217 and 135.57.	No Difference		

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Chapter 2 Reference **2.2.1** **Standard**	**2.2 HELIPORT OR LANDING LOCATION OPERATING MINIMA** 2.2.1 The pilot-in-command shall establish operating minima in accordance with criteria specified by the State of Registry for each heliport or landing location to be used in operations. Such minima shall not be lower than any that may be established by the State of the Aerodrome, except when specifically approved by that State. *Note.— This Standard does not require the State of the Aerodrome to establish operating minima*.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	See Section II, 2.2.8.

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Chapter 2 Reference **2.2.1.1** **Standard**	2.2.1.1 The State of Registry may approve operational credit(s) for operations with helicopters equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS. Such approvals shall not affect the classification of the instrument approach procedure. *Note 1.— Operational credit includes:* *a) for the purposes of an approach ban (2.6.3.2), a minima below the heliport or landing location operating minima;* *b) reducing or satisfying the visibility requirements; or* *c) requiring fewer ground facilities as compensated for by airborne capabilities.* *Note 2.— Guidance on operational credit for aircraft equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS and CVS is contained in Attachment G and in the* Manual of All-Weather Operations *(Doc 9365).* *Note 3.— Information regarding a HUD or equivalent displays, including references to RTCA and EUROCAE documents, is contained in the* Manual of All-Weather Operations *(Doc 9365).* *Note 4.— Automatic landing system — helicopter is an automatic approach using airborne systems which provide automatic control of the flight path, to a point aligned with the landing surface, from which the pilot can transition to a safe landing by means of natural vision without the use of automatic control.*	CARs.	Less protective or partially implemented or not implemented	Not yet implemented.	As per 2.2.1.

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Chapter 2 Reference **2.3.1** **Standard**	**2.3 BRIEFING** 2.3.1 The pilot-in-command shall ensure that crew members and passengers are made familiar, by means of an oral briefing or by other means, with the location and the use of: a) seat belts or harnesses; and, as appropriate, b) emergency exits; c) life jackets; d) oxygen dispensing equipment; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards.	CAR 91.211.	No Difference		
Chapter 2 Reference **2.3.2** **Standard**	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.	CAR 91.211(a)(4)(i).	No Difference		

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Chapter 2 Reference **2.4** **Standard**	**2.4 HELICOPTER AIRWORTHINESS AND SAFETY PRECAUTIONS** A flight shall not be commenced until the pilot-in-command is satisfied that: a) the helicopter is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the helicopter; b) the instruments and equipment installed in the helicopter are appropriate, taking into account the expected flight conditions; c) any necessary maintenance has been performed in accordance with Chapter 6; d) the mass of the helicopter and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured; and f) the helicopter 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		

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Chapter 2 Reference **2.5** **Standard**	**2.5 WEATHER REPORTS AND FORECASTS** 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 IFR, shall include: 1) a study of available current weather reports and forecasts; and 2) 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. *Note.— The requirements for flight plans are contained in Annex 2 and the PANS-ATM (Doc 4444).*	CAR 91.217.	No Difference		
Chapter 2 Reference **2.6.1** **Standard**	**2.6 LIMITATIONS IMPOSED BY WEATHER CONDITIONS** **2.6.1 Flight in accordance with VFR** A flight, except one of purely local character in visual meteorological conditions, 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.	CAR 91.301.	No Difference		

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Chapter 2 Reference **2.6.2.1** **Standard**	**2.6.2 Flight in accordance with IFR** 2.6.2.1 *When an alternate is required.* A flight to be conducted in accordance with IFR shall not be commenced unless the available information indicates that conditions, at the heliport of intended landing and at least one alternate heliport will, at the estimated time of arrival, be at or above the heliport operating minima. *Note.— It is the practice in some States to declare, for flight planning purposes, higher minima for a heliport when nominated as an alternate than for the same heliport when planned as that of intended landing.*	CAR 91.405.	No Difference		
Chapter 2 Reference **2.6.2.2** **Standard**	2.6.2.2 *When no alternate is required.* A flight to be conducted in accordance with IFR to a heliport when no alternate heliport is required shall not be commenced unless available current meteorological information indicates that the following meteorological conditions will exist from two hours before to two hours after the estimated time of arrival, or from the actual time of departure to two hours after the estimated time of arrival, whichever is the shorter period: a) a cloud base of at least 120 m (400 ft) above the minimum associated with the instrument approach procedure; and b) visibility of at least 1.5 km more than the minimum associated with the procedure. *Note.— These should be considered as minimum values where a reliable and continuous meteorological watch is maintained. When only an "area" type forecast is available these values should be increased accordingly.*	CAR 91.405.	More Exacting or Exceeds	One hour before and after ETA. Visibility 5 km, or 2 km more than the prescribed minimum; cloud base of at least 1000 feet above the minimum associated with the instrument approach.	

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Chapter 2 Reference **2.6.3.1** **Standard**	**2.6.3 Heliport operating minima** 2.6.3.1 A flight shall not be continued towards the heliport of intended landing unless the latest available meteorological information indicates that conditions at that heliport, or at least one alternate heliport, will, at the estimated time of arrival, be at or above the specified heliport operating minima.	CAR 91.405, 91.413.	Less protective or partially implemented or not implemented	Rules do not specifically preclude this.	
Chapter 2 Reference **2.6.3.2** **Standard**	2.6.3.2 An instrument approach shall not be continued below 300 m (1 000 ft) above the heliport elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the heliport operating minima. *Note.— Criteria for the final approach segment is contained in PANS-OPS (Doc 8168), Volume II.*	CAR 91.413.	Less protective or partially implemented or not implemented	Rule does not specify the outer marker or 1000-foot limits.	
Chapter 2 Reference **2.6.3.3** **Standard**	2.6.3.3 If, after entering the final approach segment or after descending below 300 m (1 000 ft) above the heliport elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, a helicopter shall not continue its approach-to-land beyond a point at which the limits of the heliport operating minima would be infringed.	CAR 91.413.	Different in character or other means of compliance	Rule does not specify the 1000-foot requirement.	
Chapter 2 Reference **2.6.4** **Standard**	**2.6.4 Flight in icing conditions** A flight to be operated in known or expected icing conditions shall not be commenced unless the helicopter is certificated and equipped to cope with such conditions.	CAR 91.421.	No Difference		

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

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

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Chapter 2 Reference **2.8.1** **Standard**	**2.8 FUEL AND OIL REQUIREMENTS** 2.8.1 *All helicopters*. A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the helicopter carries sufficient fuel and oil to ensure that it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.	CAR 91.305, 91.403.	No Difference		
Chapter 2 Reference **2.8.2** **Standard**	2.8.2 *VFR operations*. The fuel and oil carried in order to comply with 2.8.1 shall, in the case of VFR operations, be at least the amount to allow the helicopter to: a) fly to the landing site to which the flight is planned; b) have a final reserve fuel to fly thereafter for a period of 20 minutes at best-range speed; and c) have an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies, as determined by the State and specified in the State regulations governing general aviation.	CAR 91.305.	Less protective or partially implemented or not implemented	Rule does not specify c).	
Chapter 2 Reference **2.8.3** **Standard**	2.8.3 *IFR operations*. The fuel and oil carried in order to comply with 2.8.1 shall, in the case of IFR operations, be at least the amount to allow the helicopter:	CAR 91.403.	No Difference		

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Chapter 2 Reference **2.8.3.1** **Standard**	2.8.3.1 When no alternate is required, in terms of 2.6.2.2, to fly to and execute an approach at the heliport or landing location to which the flight is planned, and thereafter to have: a) a final reserve fuel to fly 30 minutes at holding speed at 450 m (1 500 ft) above the destination heliport or landing location under standard temperature conditions and approach and land; and b) an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies.	CAR 91.403.	Less protective or partially implemented or not implemented	Rule does not specify b).	
Chapter 2 Reference **2.8.3.2** **Standard**	2.8.3.2 When an alternate is required, in terms of 2.6.2.1, to fly to and execute an approach, and a missed approach, at the heliport or landing location to which the flight is planned, and thereafter: a) fly to and execute an approach at the alternate specified in the flight plan; and then b) have a final reserve fuel to fly for 30 minutes at holding speed at 450 m (1 500 ft) above the alternate under standard temperature conditions, and approach and land; and c) have an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies.	CAR 91.403.	Less protective or partially implemented or not implemented	Fuel provision for executing a missed approach is not explicitly required. Rule does not specify c).	

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Chapter 2 Reference **2.8.3.3** **Standard**	2.8.3.3 When no alternate heliport or landing location is available (i.e. the heliport of intended landing is isolated and no alternate is available), to fly to the heliport to which the flight is planned and thereafter for a period as specified by the State of the Operator.	CAR 91.403.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 2 Reference **2.8.4** **Standard**	2.8.4 In computing the fuel and oil required in 2.8.1, at least the following shall be considered: a) meteorological conditions forecast; b) expected air traffic control routings and traffic delays; c) for IFR flight, one instrument approach at the destination heliport, including a missed approach; d) the procedures for loss of pressurization, where applicable, or failure of one engine while en route; and e) any other conditions that may delay the landing of the helicopter or increase fuel and/or oil consumption. *Note.— Nothing in 2.8 precludes amendment of a flight plan in flight in order to replan the flight to another heliport, provided that the requirements of 2.8 can be complied with from the point where the flight has been replanned.*	CAR 91.305, 91.403.	Less protective or partially implemented or not implemented	Not implemented for non-commercial operations.	

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Chapter 2 Reference **2.8.5** **Standard**	2.8.5 The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a re-analysis and, if applicable, adjustment of the planned operation.	CARs.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 2 Reference **2.9.1** **Standard**	**2.9 IN-FLIGHT FUEL MANAGEMENT** 2.9.1 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 a landing site where a safe landing can be made with the planned final reserve fuel remaining. *Note.— The protection of final reserve fuel is intended to ensure safe landing at any heliport or landing location when unforeseen occurrences may not permit a safe completion of an operation as originally planned.*	CARs 91.305 and 91.403 (for VFR and IFR respectively).	No Difference		

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Chapter 2 Reference **2.9.2** **Standard**	2.9.2 The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific landing site, the pilot calculates that any change to the existing clearance to that landing site, or other air traffic delays, may result in landing with less than the planned final reserve fuel. *Note 1.— The declaration of MINIMUM FUEL informs ATC that all planned landing site options have been reduced to a specific landing site of intended landing, that no precautionary landing site is available, and any change to the existing clearance, or air traffic delays, may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.* *Note 2.— A precautionary landing site refers to a landing site, other than the site of intended landing, where it is expected that a safe landing can be made prior to the consumption of the planned final reserve fuel.*	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	

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Chapter 2 Reference **2.9.3** **Standard**	2.9.3 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the usable fuel estimated to be available upon landing at the nearest landing site where a safe landing can be made is less than the required final reserve fuel in compliance with 2.8. *Note 1.— The planned final reserve fuel refers to the value calculated in 2.8 and is the minimum amount of fuel required upon landing at any landing site. The declaration of MAYDAY MAYDAY MAYDAY FUEL informs ATC that all available landing options have been reduced to a specific site and a portion of the final reserve fuel may be consumed prior to landing.* *Note 2.— The pilot estimates with reasonable certainty that the fuel remaining upon landing at the nearest safe landing site will be less than the final reserve fuel taking into consideration the latest information available to the pilot, the area to be overflown (i.e. with respect to the availability of precautionary landing areas), meteorological conditions and other reasonable contingencies.* *Note 3.— The words "MAYDAY FUEL" describe the nature of the distress conditions as required in Annex 10, Volume II, 5.3.2.1.1, b) 3).*	CARs.	Less protective or partially implemented or not implemented	Not specified in rules.	

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Chapter 2 Reference **2.10.1** **Standard**	**2.10 OXYGEN SUPPLY** *Note.— Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure used in the text are as follows:* Absolute pressure — Metres / Feet *700 hPa* — *3 000 10 000* *620 hPa* — *4 000 13 000* 2.10.1 A flight to be operated at 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: 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; b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	CAR 91.533.	No Difference		

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Chapter 2 Reference **2.10.2** **Standard**	2.10.2 A flight to be operated with a pressurized helicopter shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and a proportion of the 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.	CAR 91.535.	No Difference		Note: there are no pressurized helicopters on the New Zealand register.
Chapter 2 Reference **2.11** **Standard**	**2.11 USE OF OXYGEN** All flight crew members, when engaged in performing duties essential to the safe operation of a helicopter in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in 2.10.1 or 2.10.2.	CAR 91.209.	No Difference		
Chapter 2 Reference **2.12** **Standard**	**2.12 IN-FLIGHT EMERGENCY INSTRUCTION** In an emergency during flight, the pilot-in-command shall ensure that all persons on board are instructed in such emergency action as may be appropriate to the circumstances.	CAR 91.211.	No Difference		

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Chapter 2 Reference **2.13.0.1** **Recommendation**	**2.13 WEATHER REPORTING BY PILOTS** **Recommendation.—** *When weather conditions likely to affect the safety of other aircraft are encountered, they should be reported as soon as possible.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 2 Reference **2.14.0.2** **Recommendation**	**2.14 HAZARDOUS FLIGHT CONDITIONS** **Recommendation.—** *Hazardous flight conditions, other than those associated with meteorological conditions, encountered en route should be reported as soon as possible. The reports so rendered should give such details as may be pertinent to the safety of other aircraft.*	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 2 Reference **2.15** **Standard**	**2.15 FITNESS OF FLIGHT CREW MEMBERS** The pilot-in-command shall be responsible for ensuring that a flight: a) will not be commenced if any flight crew member is incapacitated from performing duties by any cause such as injury, sickness, fatigue, the effects of alcohol or drugs; and b) will not be continued beyond the nearest suitable heliport when flight crew members' capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness, lack of oxygen.	CA Act 1990 s13; CAR 91.203(1).	Less protective or partially implemented or not implemented	The rule does not provide for b).	
Chapter 2 Reference **2.16.1** **Standard**	**2.16 FLIGHT CREW MEMBERS AT DUTY STATIONS** **2.16.1 Take-off and landing** All flight crew members required to be on flight deck duty shall be at their stations.	CAR 91.205.	No Difference		
Chapter 2 Reference **2.16.2** **Standard**	**2.16.2 En route** All flight crew members required to be on flight deck duty shall remain at their stations except when their absence is necessary for the performance of duties in connection with the operation of the helicopter, or for physiological needs.	CAR 91.205.	Less protective or partially implemented or not implemented	Rule specifies only during take-off and landing.	

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Chapter 2 Reference **2.16.3** **Standard**	**2.16.3 Seat belts** All flight crew members shall keep their seat belt fastened when at their stations.	CAR 91.205(a).	Less protective or partially implemented or not implemented	Rule specifies only during take-off or landing.	
Chapter 2 Reference **2.16.4.0.3** **Recommendation**	**2.16.4 Safety harness** **Recommendation.—** *When safety harnesses are provided, any flight crew member occupying a pilot's seat should keep the safety harness fastened during the take-off and landing phases; all other flight crew members should keep their safety harness 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.* *Note.— Safety harness includes shoulder strap(s) and a seat belt which may be used independently.*	CAR 91.205.	No Difference		
Chapter 2 Reference **2.17.1** **Standard**	**2.17 INSTRUMENT FLIGHT PROCEDURES** 2.17.1 One or more instrument approach procedures designed to support instrument approach operations shall be approved and promulgated by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State, to serve each final approach and take-off area or heliport utilized for instrument flight operations.	CARs, Part 95.	Different in character or other means of compliance	Part 95 provides for the approval and promulgation of the procedures, but does not require them.	Note: CAR Part 173, Instrument Flight Procedure Service Organisation - Certification and Operation provides for the certification of IFP providers.

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Chapter 2 Reference **2.17.2** **Standard**	2.17.2 All helicopters operated in accordance with IFR shall comply with the instrument approach procedures approved by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State. *Note 1.— See Section II, Chapter 2, 2.2.8.3, for instrument approach operation classifications.* *Note 2.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of instrument flight procedures for the guidance of procedure specialists are provided 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 (see Section II, Chapter 1, 1.1.1).*	CARs, Part 91 Subpart E.	No Difference		
Chapter 2 Reference **2.18** **Standard**	**2.18 INSTRUCTION — GENERAL** A helicopter rotor shall not be turned under power for the purpose of flight without a qualified pilot at the controls.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	

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Chapter 2 Reference **2.19.1** **Recommendation**	**2.19 REFUELLING WITH PASSENGERS ON BOARD OR ROTORS TURNING** 2.19.1 **Recommendation.—** *A helicopter should not be refuelled when passengers are embarking, on board or disembarking or when the rotor is turning unless it is attended by the pilot-in-command or other qualified personnel ready to initiate and direct an evacuation of the helicopter by the most practical and expeditious means available.*	CAR 91.15.	More Exacting or Exceeds	Not permitted.	Note: see 2.3.7 - permitted for operations under Part 135.
Chapter 2 Reference **2.19.2** **Recommendation**	2.19.2 **Recommendation.—** *When refuelling with passengers embarking, on board or disembarking, two-way communications should be maintained by helicopter inter-communications system or other suitable means between the ground crew supervising the refuelling and the pilot-in-command or other qualified personnel required by 2.19.1.* *Note 1.— Provisions concerning aircraft refuelling are contained in Annex 14, Volume I, and guidance on safe refuelling practices is contained in the* Airport Services Manual *(Doc 9137), Parts 1 and 8.* *Note 2.— Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.*	CAR 91.15.	More Exacting or Exceeds	Not permitted.	

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Chapter 2 Reference **2.20** **Standard**	**2.20 OVER-WATER FLIGHTS** All helicopters on flights over water in a hostile environment in accordance with 4.3.1 shall be certificated for ditching. Sea state shall be an integral part of ditching information.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 3 Reference **3.1** **Standard**	**CHAPTER 3. HELICOPTER PERFORMANCE OPERATING LIMITATIONS** 3.1 A helicopter shall be operated: a) in compliance with the terms of its airworthiness certificate or equivalent approved document; b) within the operating limitations prescribed by the certificating authority of the State of Registry; and c) 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 heliport where there is no noise disturbance problem, by the competent authority of the State in which the heliport is situated.	CAR 91.101.	No Difference		

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Chapter 3 Reference **3.2** **Standard**	3.2 Placards, listings, instrument markings, or combinations thereof, containing those operating limitations prescribed by the certificating authority of the State of Registry for visual presentation, shall be displayed in the helicopter. *Note.— The Standards of Annex 8, Part IV, apply to all helicopters intended for the carriage of passengers or cargo or mail in international air navigation.*	CAR 91.109, 91.219.	No Difference		Note: these are specified in the limitations section of the flight manual.
Chapter 3 Reference **3.3** **Standard**	3.3 Where helicopters are operating to or from heliports in a congested hostile environment, the competent authority of the State in which the heliport is situated shall take such precautions as are necessary to control the risk associated with an engine failure. *Note.— Guidance is provided in Attachment A, 2.4.*	CAR 139.309(c)(2).	No Difference		

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Chapter 4 Reference **4.1.1** **Standard**	**CHAPTER 4. HELICOPTER INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS** *Note.— Specifications for the provision of helicopter communication and navigation equipment are contained in Chapter 5.* **4.1 ALL HELICOPTERS ON ALL FLIGHTS** **4.1.1 General** 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 helicopters according to the helicopter used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be approved or accepted by the State of Registry.	CAR Part 91 Subpart F, Part 91 Appendix A.	No Difference		

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Chapter 4 Reference **4.1.2** **Standard**	**4.1.2 Instruments** A helicopter shall be equipped with instruments which will enable the flight crew to control the flight path of the helicopter, carry out any required procedural manoeuvre, and observe the operating limitations of the helicopter in the expected operating conditions.	CAR Part 91 Subpart F.	No Difference		

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Chapter 4 Reference **4.1.3.1** **Standard**	**4.1.3 Equipment** 4.1.3.1 A helicopter shall be equipped with or carry on board: a) an accessible first-aid kit; b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the helicopter. At least one shall be located in: 1) the pilot's compartment; and 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew; *Note.— Refer to 4.1.3.2 for fire extinguishing agents.* c) 1) a seat or berth for each person over an age to be determined by the State of Registry; and 2) a seat belt for each seat and restraining belts for each berth; d) the following manuals, charts and information: 1) the flight manual or other documents or information concerning any operating limitations prescribed for the helicopter by the certificating authority of the State of Registry, required for the application of Chapter 3; 2) any specific approval issued by the State of Registry, if applicable, for the operation(s) to be conducted;	a) CAR 91.523; b) CAR 91.523; c) CAR 91.505; d)1) CAR 91.111; d)2) CAR 91.221.	Less protective or partially implemented or not implemented	Items d)2) and d)4), and e) not specified.	Note: the numbering system in the CC is at odds with the Annex.

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

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Chapter 4 Reference **4.1.3.2** **Standard**	4.1.3.2 Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in a helicopter for which the individual certificate of airworthiness is first issued on or after 31 December 2011 and any extinguishing agent used in a portable fire extinguisher in a helicopter for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall: a) meet the applicable minimum performance requirements of the State of Registry; and b) not be of a type listed in the 1987 *Montreal Protocol on Substances that Deplete the Ozone Layer* as it appears in the Eighth Edition of the *Handbook for the Montreal Protocol on Substances that Deplete the Ozone La*yer, Annex A, Group II. *Note.— Information concerning extinguishing agents is contained in the* UNEP Halons Technical Options Committee Technical Note No. 1 – New Technology Halon Alternatives *and* FAA Report No. DOT/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.	CAR Part 91 Appendix A, A.13.	Less protective or partially implemented or not implemented	Halons 1211 and 1301 are still permitted.	
Chapter 4 Reference **4.1.3.3** **Recommendation**	4.1.3.3 **Recommendation.—** *All helicopters on all flights should be equipped with the ground-air signal codes for search and rescue purposes*.	CAR 91.221.	Less protective or partially implemented or not implemented	Not specified.	

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Chapter 4 Reference **4.1.3.4** **Recommendation**	4.1.3.4 **Recommendation.—** *All helicopters on all flights should be equipped with a safety harness for each flight crew member seat.* *Note.— Safety harness includes shoulder strap(s) and a seat belt which may be used independently.*	CAR 91.505(a)(4)(i).	No Difference		
Chapter 4 Reference **4.1.4.1** **Standard**	**4.1.4 Marking of break-in points** 4.1.4.1 If areas of the fuselage suitable for break-in by rescue crews in an emergency are marked on a helicopter, 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.		Not Applicable		
Chapter 4 Reference **4.1.4.2** **Standard**	4.1.4.2 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. *Note.— This Standard does not require any helicopter to have break-in areas.* MARKING OF BREAK-IN POINTS (see 4.1.4)		Not Applicable		

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Chapter 4 Reference **4.2.1** **Standard**	**4.2 INSTRUMENTS AND EQUIPMENT FOR FLIGHTS OPERATED UNDER VFR AND IFR — BY DAY AND NIGHT** *Note.— The flight instrument requirements in 4.2.1, 4.2.2 and 4.2.3 may be met by combinations of instruments or by electronic displays*. 4.2.1 All helicopters when operating in accordance with VFR by day shall be: a) equipped with: 1) a magnetic compass; 2) a sensitive pressure altimeter; 3) an airspeed indicator; 4) such additional instruments or equipment as may be prescribed by the appropriate authority; and b) equipped with, or shall carry, a means of measuring and displaying the time in hours, minutes and seconds.	CAR 91.509, 91.221.	No Difference		

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Chapter 4 Reference **4.2.2** **Standard**	4.2.2 All helicopters when operating in accordance with VFR at night shall be equipped with: a) the equipment specified in 4.2.1; b) an attitude indicator (artificial horizon) for each required pilot; c) a slip indicator; d) a heading indicator (directional gyroscope); e) a rate of climb and descent indicator; f) such additional instruments or equipment as may be prescribed by the appropriate authority; and the following lights: g) the lights required by Annex 2 for aircraft in flight or operating on the movement area of a heliport; *Note.— The general characteristics of the lights are specified in Annex 8.* h) a landing light; i) illumination for all flight instruments and equipment that are essential for the safe operation of the helicopter; j) lights in all passenger compartments; and k) a flashlight for each crew member station.	CAR 91.509, 91.233, 91.511, 91.221(a)(4).	Less protective or partially implemented or not implemented	Items b), d), e), h) no requirement specified.	

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Chapter 4 Reference **4.2.2.1** **Recommendation**	4.2.2.1 **Recommendation**.— *The landing light should be trainable, at least in the vertical plane.*	CAR 91.233.	Less protective or partially implemented or not implemented	Not specified.	

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Chapter 4 Reference **4.2.3** **Standard**	4.2.3 All helicopters, when operating in accordance with IFR, or when the helicopter cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be: a) equipped with: 1) a magnetic compass; 2) a sensitive pressure altimeter; *Note.— Due to the long history of misreadings, the use of drum-pointer altimeters is not recommended.* 3) an airspeed indicating system with a means of preventing malfunctioning due to either condensation or icing; 4) a slip indicator; 5) an attitude indicator (artificial horizon) for each required pilot and one additional attitude indicator; 6) a heading indicator (directional gyroscope); 7) a means of indicating whether the supply of power to the gyroscopic instruments is adequate; 8) a means of indicating on the flight deck the outside air temperature; 9) a rate of climb and descent indicator; 10) such additional instruments or equipment as	CAR 91.509, 91.511, 91.517, 135.359, 135.361.	Different in character or other means of compliance	Item 3) CAR 135.361(1)(i) requires two; 5) CAR 91.517(1) requires one only, but CAR 135.361(b) provides for the intallation of an additional, independently-powered attitude indicatoe in lieu of the second airspeed indicating system required by 135.361(1)(i).	

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	may be prescribed by the appropriate authority; l1) if operated by night, the lights specified in 4.2.2 g) to k) and 4.2.2.1; and b) equipped with, or shall carry, a means of measuring and displaying the time in hours, minutes and seconds.				
Chapter 4 Reference **4.3.1** **Standard**	**4.3 ALL HELICOPTERS ON FLIGHTS OVER WATER** **4.3.1 Means of flotation** All helicopters intended to be flown over water shall be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter when: a) engaged in offshore operations or other over-water operations as prescribed by the State of Registry; or b) flying at a distance from land specified by the appropriate State authority. *Note.— When determining the distance from land referred to in 4.3.1, consideration should be given to environmental conditions and the availability of search and rescue facilities.*	CAR 95.525.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	

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Chapter 4 Reference **4.3.2.1** **Standard**	**4.3.2 Emergency equipment** 4.3.2.1 Helicopters operating in accordance with the provisions of 4.3.1 shall be equipped with: a) one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat of the person for whose use it is provided; b) when not precluded by consideration related to the type of helicopter used, life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken; and c) equipment for making the pyrotechnical distress signals described in Annex 2.	CAR 91.525.	Less protective or partially implemented or not implemented	Rule specifies b) only for flight beyond 100 nm from shore.	
Chapter 4 Reference **4.3.2.2** **Standard**	4.3.2.2 When taking off or landing at a heliport where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be likelihood of a ditching, at least the equipment required in 4.3.2.1 a) shall be carried.	CAR 91.525.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 4 Reference **4.3.2.3** **Standard**	4.3.2.3 Each life jacket and equivalent individual flotation device, when carried in accordance with this 4.3, shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.	CAR Part 91 Appendix A, A.14.	No Difference		

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Chapter 4 Reference **4.3.2.4** **Recommendation**	4.3.2.4 **Recommendation.—** *On any helicopter for which the individual certificate of airworthiness is first issued on or after 1 January 1991, at least 50 per cent of the life rafts carried in accordance with the provisions of 4.3.2 should be deployable by remote control.*	CAR 91.525.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 4 Reference **4.3.2.5** **Recommendation**	4.3.2.5 **Recommendation.—** *Rafts which are not deployable by remote control and which have a mass of more than 40 kg should be equipped with some means of mechanically assisted deployment.*	CAR 91.525.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 4 Reference **4.3.2.6** **Recommendation**	4.3.2.6 **Recommendation.—** *On any helicopter for which the individual certificate of airworthiness was first issued before 1 January 1991, the provisions of 4.3.2.4 and 4.3.2.5 should be complied with no later than 31 December 1992.*	CAR 91.525.	Less protective or partially implemented or not implemented	Not specified.	
Chapter 4 Reference **4.4** **Standard**	**4.4 ALL HELICOPTERS ON FLIGHTS OVER DESIGNATED LAND AREAS** Helicopters, 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.		Not Applicable		No designated areas.

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Chapter 4 Reference **4.5.1** **Standard**	**4.5 ALL HELICOPTERS ON HIGH ALTITUDE FLIGHTS** **4.5.1 Unpressurized helicopters** Unpressurized helicopters intended to be operated at high altitudes shall carry equipment for storing and dispensing the oxygen supplies required in 2.9.1.	CAR 91.209.	No Difference		
Chapter 4 Reference **4.5.2.0.1** **Recommendation**	**4.5.2 Pressurized helicopters** **Recommendation.—** *Pressurized helicopters intended to be operated at high altitudes should carry emergency oxygen storage and dispensing equipment capable of storing and dispensing the oxygen supplies required in 2.9.2.*	CAR 91.209.	No Difference		

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Chapter 4 Reference **4.6** **Standard**	**4.6 ALL HELICOPTERS REQUIRED TO COMPLY WITH THE NOISE CERTIFICATION STANDARDS IN ANNEX 16, VOLUME I** All helicopters required to comply with the noise certification Standards of Annex 16, Volume I, shall carry a document attesting noise certification. When the document, or a suitable statement attesting noise certification as contained in another document approved by the State of Registry, is issued in a language other than English, it shall include an English translation. *Note 1.— The attestation may be contained in any document, carried on board, approved by the State of Registry in accordance with the relevant provisions of Annex 16, Volume I.* *Note 2.— The various noise certification Standards of Annex 16, Volume I, which are applicable to helicopters are determined according to the date of application for a type certificate, or the date of acceptance of an application under an equivalent prescribed procedure by the certificating authority. Some helicopters are not required to comply with any noise certification Standard. For details see Annex 16, Volume I, Part II, Chapters 8 and 11.*	CAR 91.111.	No Difference	Applies to foreign aircraft operating within New Zealand - not yet implemented for New Zealand aircraft.	

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 4 Reference **4.7** **Note**	**4.7 FLIGHT RECORDERS** *Note 1.— Crash-protected flight recorders comprise one or more of the following systems:* — *a flight data recorder (FDR,* — *a cockpit voice recorder (CVR,* — *an airborne image recorder (AIR),* — *a data link recorder (DLR).* *Image and data link information may be recorded on either the CVR or the FDR.* *Note 2.— Combination recorders (FDR/CVR) may be used to meet the flight recorder equipage requirements in this Annex.* *Note 3.— Detailed requirements on flight recorders—are contained in Appendix 4.* *Note 4.— Lightweight flight recorders comprise one or more of the following systems:* — *an aircraft data recording system (ADRS),* — *a cockpit audio recording system (CARS),* — *an airborne image recording system (AIRS),* — *a data link recording system (DLRS).* *Image and data link information may be recorded on either the CARS or the ADRS.* *Note 5.— For helicopters for which the application for type certification is submitted to a Contracting State before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance*		Not Applicable		No compliance status for Notes.

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	Specifications (MOPS), or earlier equivalent documents. *Note 6.— For helicopters for which the application for type certification is submitted to a Contracting State on or after 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specification (MOPS), or equivalent documents.* *Note 7.— Specifications applicable to lightweight flight recorders may be found in EUROCAE ED -155, Minimum Operational Performance Specification (MOPS), or equivalent documents.* *Note 8.— As of 7 November 2019, Section II, Chapter 1, contains requirements for States regarding the use of voice, image and/or data recordings and transcripts*.				
Chapter 4 Reference **4.7.1** **Note**	**4.7.1 Flight data recorders and aircraft data recording systems** *Note.— Parameters to be recorded are listed in Table A4-1 of Appendix 4.*		Not Applicable		No compliance status for Notes.
Chapter 4 Reference **4.7.1.1.1** **Standard**	4.7.1.1 *Applicability* 4.7.1.1.1 All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2016 shall be equipped with an FDR which shall record at least the first 48 parameters listed in Table A4-1 of Appendix 4.		Not Applicable		

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Chapter 4 Reference **4.7.1.1.2** **Standard**	4.7.1.1.2 All helicopters of a maximum certificated take-off mass of over 7 000 kg, or having a passenger seating configuration of more than nineteen, for which the individual certificate of airworthiness is first issued on or after 1 January 1989 shall be equipped with an FDR which shall record at least the first 30 parameters listed in Table A4-1 of Appendix 4.		Not Applicable		
Chapter 4 Reference **4.7.1.1.3** **Recommendation**	4.7.1.1.3 **Recommendation.—** *All helicopters of a maximum certificated take-off mass of over 3 175 kg, up to and including 7 000 kg, for which the individual certificate of airworthiness is first issued on or after 1 January 1989, should be equipped with an FDR which should record at least the first 15 parameters listed in Table A4-1 of Appendix 4.*		Not Applicable		
Chapter 4 Reference **4.7.1.2** **Standard**	4.7.1.2 *Recording technology* FDRs shall not use engraving metal foil, frequency modulation (FM), photographic film or magnetic tape.		Not Applicable		
Chapter 4 Reference **4.7.1.3** **Standard**	4.7.1.3 *Duration* All FDRs shall retain the information recorded during at least the last 10 hours of their operation.		Not Applicable		

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Chapter 4 Reference **4.7.2.1.1** **Standard**	**4.7.2 Cockpit voice recorders and cockpit audio recording systems** 4.7.2.1 *Applicability* 4.7.2.1.1 All helicopters of a maximum certificated take-off mass of over 7 000 kg shall be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR.		Not Applicable		
Chapter 4 Reference **4.7.2.1.2** **Recommendation**	4.7.2.1.2 **Recommendation.—** *All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1987 should be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed should be recorded on the CVR.*		Not Applicable		
Chapter 4 Reference **4.7.2.2** **Standard**	4.7.2.2 *Recording technology* CVRs shall not use magnetic tape or wire.		Not Applicable		
Chapter 4 Reference **4.7.2.3** **Standard**	4.7.2.3 *Duration* All helicopters required to be equipped with a CVR shall be equipped with a CVR which shall retain the information recorded during at least the last two hours of its operation.		Not Applicable		

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Chapter 4 Reference **4.7.3.1.1** **Standard**	**4.7.3 Data link recorders** 4.7.3.1 *Applicability* 4.7.3.1.1 All helicopters for which the individual certificate of airworthiness is first issued on or after 1 January 2016, which utilize any of the data link communications applications listed in 5.1.2 of Appendix 4 and are required to carry a CVR, shall record on a crash-protected flight recorder the data link communications messages.		Not Applicable		
Chapter 4 Reference **4.7.3.1.1.1** **Standard**	4.7.3.1.1.1 All helicopters which are modified on or after 1 January 2016 to install and utilize any of the data link communications applications listed in 5.1.2 of Appendix 4 and are required to carry a CVR, shall record on a crash-protected flight recorder the data link communications messages. *Note.— A Class B AIR could be a means for recording data link communications applications messages to and from the helicopters where it is not practical or is prohibitively expensive to record those data link communications applications messages on FDR or CVR.*		Not Applicable		
Chapter 4 Reference **4.7.3.2** **Standard**	4.7.3.2 *Duration* The minimum recording duration shall be equal to the duration of the CVR.		Not Applicable		

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Chapter 4 Reference **4.7.3.3** **Standard**	4.7.3.3 *Correlation* Data link recording shall be able to be correlated to the recorded cockpit audio.		Not Applicable		
Chapter 4 Reference **4.7.4.1** **Standard**	**4.7.4 Flight recorders — general** 4.7.4.1 *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		
Chapter 4 Reference **4.7.4.2.1** **Standard**	4.7.4.2 *Operation* 4.7.4.2.1 Flight recorders shall not be switched off during flight time.		Not Applicable		

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Chapter 4 Reference **4.7.4.2.2** **Standard**	4.7.4.2.2 To preserve flight recorder records, flight recorders shall be deactivated upon completion of flight time following an accident or incident. The flight recorders shall not be reactivated before their disposition as determined in accordance with Annex 13. *Note 1.— The need for removal of the flight recorder records from the aircraft will be determined by the investigation authority in the State conducting the investigation with due regard to the seriousness of an occurrence and the circumstances, including the impact on the operation.* *Note 2.— The operator/owner's responsibilities regarding the retention of flight recorder records are contained in Section II, Chapter 9, 9.6.*		Not Applicable		
Chapter 4 Reference **4.7.4.3** **Standard**	4.7.4.3 *Continued serviceability* Operational checks and evaluations of recordings from the flight recorder systems shall be conducted to ensure the continued serviceability of the recorders. *Note.— Procedures for the inspections of the flight recorder systems are given in Appendix 4.*		Not Applicable		

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Chapter 4 Reference **4.7.4.4** **Recommendation**	4.7.4.4 *Flight recorders electronic documentation* **Recommendation.—** *The documentation requirement concerning FDR parameters provided by operator/owners to accident investigation authorities should be in electronic format and take account of industry specifications.* *Note.— Industry specification for documentation concerning flight recorder parameters may be found in the ARINC 647A,* Flight Recorder Electronic Documentation*, or equivalent document.*		Not Applicable		
Chapter 4 Reference **4.8.1** **Standard**	**4.8 EMERGENCY LOCATOR TRANSMITTER (ELT)** 4.8.1 From 1 July 2008, all helicopters operating in performance Class 1 and 2 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.3.1 a), with at least one automatic ELT and one ELT(S) in a raft or life jacket.	CAR 91.523, 91.525(c).	No Difference		All helicopters are required to be fitted with an automatic ELT. A multi-engine aircraft capable of continuing flight with one or more engines inoperative, on a flight over water more than 200 nm from shore must carry life raft(s), and an ELT(S) or EPIRB.
Chapter 4 Reference **4.8.2** **Standard**	4.8.2 From 1 July 2008, all helicopters operating in performance Class 3 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.3.1 b), with at least one automatic ELT and one ELT(S) in a raft or life jacket.	CAR 91.523, 91.525(b).	No Difference		

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Chapter 4 Reference **4.8.3** **Standard**	4.8.3 ELT equipment carried to satisfy the requirements of 4.8.1 and 4.8.2 shall operate in accordance with the relevant provisions of Annex 10, Volume III. *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.*	CAR Part 91 Appendix A, A.15.	No Difference		
Chapter 4 Reference **4.9.1** **Standard**	**4.9 HELICOPTERS REQUIRED TO BE EQUIPPED WITH A PRESSURE-ALTITUDE REPORTING TRANSPONDER** 4.9.1 From 1 January 2003, unless exempted by the appropriate authorities, all helicopters shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV.	CAR 91.541.	No Difference		

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Chapter 4 Reference **4.9.2** **Recommendation**	4.9.2 **Recommendation.—** *All helicopters should be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV.* *Note.— The provisions in 4.9.1 and 4.9.2 are intended to support the effectiveness of ACAS as well as to improve the effectiveness of air traffic services. Effective dates for carriage requirements of ACAS are contained in Annex 6, Part I, 6.19.1 and 6.19.2. The intent is also for aircraft not equipped with pressure-altitude reporting transponders to be operated so as not to share airspace used by aircraft equipped with airborne collision avoidance systems. To this end, exemptions from the carriage requirement for pressure-altitude reporting transponders could be given by designating airspace where such carriage is not required.*	CAR 91.541.	No Difference		
Chapter 4 Reference **4.10.0.2** **Recommendation**	**4.10 MICROPHONES** **Recommendation.—** *All flight crew members required to be on flight deck duty should communicate through boom or throat microphones.*	CAR Part 91 Subpart F.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations.	

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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 4 Reference **4.11.1** **Standard**	**4.11 HELICOPTERS 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)** 4.11.1 Where helicopters 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 a helicopter shall be established by the State of Registry. *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).*		Not Applicable		

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Chapter 4 Reference **4.11.2** **Standard**	4.11.2 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 require that: 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. *Note 1.— Guidance on safety risk assessments is contained in the* Safety Management Manual (SMM) *(Doc 9859).* *Note 2.— Guidance on establishing operational criteria is contained in Attachment G.*		Not Applicable		
Chapter 4 Reference **4.12** **Note**	**4.12 ELECTRONIC FLIGHT BAGS (EFBS)** *Note.— Guidance on EFB equipment, functions and establishing criteria for their operational use is contained in the* Manual on Electronic Flight Bags (EFBs) *(Doc 10020).*		Not Applicable		No compliance status for Notes.

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Chapter 4 Reference **4.12.1** **Standard**	**4.12.1 EFB equipment** Where portable EFBs are used on board a helicopter, the pilot-in-command and the owner shall ensure that they do not affect the performance of the helicopter systems, equipment or the ability to operate the helicopter.	AC91-20, Guidelines for the Approval and Use of Electronic Flight Bag Devices, 10.9.	No Difference		
Chapter 4 Reference **4.12.2.1** **Standard**	**4.12.2 EFB functions** 4.12.2.1 Where EFBs are used on board a helicopter the pilot-in-command and/or the owner 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. *Note.— Guidance on safety risk assessments is contained in the* Safety Management Manual (SMM) *(Doc 9859).*	AC91-20.	No Difference		
Chapter 4 Reference **4.12.2.2** **Standard**	4.12.2.2 The State of the Registry shall establish criteria for the operational use of EFB functions to be used for the safe operation of helicopters.	AC91.20.	No Difference		

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Chapter 4 Reference **4.12.3** **Standard**	**4.12.3 EFB operational criteria** In establishing criteria for the operational use of EFBs, the State of Registry shall ensure that: a) the EFB equipment and its associated installation hardware, including interaction with helicopter systems if applicable, meet the appropriate airworthiness certification requirements; b) the owner has assessed the risks associated with the operations supported by the EFB function(s); c) the owner has established requirements for redundancy of the information (if appropriate) contained and displayed by the EFB function(s); d) the owner has established and documented procedures for the management of the EFB function(s) including any databases it may use; and e) the owner has established and documented the procedures for the use of, and training requirements for, the EFB function(s). *Note.— Guidance on safety risk assessments is contained in the* Safety Management Manual (SMM) *(Doc 9859).*	AC91-20.	No Difference		

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Chapter 5 Reference **5.1.1** **Standard**	**CHAPTER 5. HELICOPTER COMMUNICATION, NAVIGATION AND SURVEILLANCE EQUIPMENT** **5.1 COMMUNICATION EQUIPMENT** 5.1.1 A helicopter to be operated in accordance with IFR 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. *Note.— The requirements of 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.*	CAR 91.513, 91.519.	No Difference		
Chapter 5 Reference **5.1.2** **Standard**	5.1.2 When compliance with 5.1.1 requires that more than one communication equipment unit be provided, each shall be independent of the other or others to the extent that a failure in any one will not result in failure of any other.	CAR 91.519.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations, except for operations in RVSM or MNPS airspace.	

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Chapter 5 Reference **5.1.3** **Standard**	5.1.3 A helicopter 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		
Chapter 5 Reference **5.1.4** **Standard**	5.1.4 A helicopter to be operated on a flight to which the provisions of 4.3 or 4.4 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 5 Reference **5.1.5** **Recommendation**	5.1.5 **Recommendation.—** *The radio communication equipment required in accordance with 5.1.1 to 5.1.4 should provide for communication on the aeronautical emergency frequency 121.5 MHz.*	CAR Part 91 Appendix A, A.9(a)(1)(i).	No Difference		

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Chapter 5 Reference **5.1.6** **Standard**	5.1.6 For operations where communication equipment is required to meet an RCP specification for performance-based communication (PBC) , a helicopter shall, in addition to the requirements specified in 5.1.1 to 5.1.5: 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 helicopter RCP specification capabilities listed in the flight manual or other helicopter documentation, approved by the State of Design or State of Registry; and c) where the helicopter is operated in accordance with a MEL, have information relevant to the helicopter RCP specification capabilities included in the MEL. *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).*		Not Applicable		RCP not yet applied in New Zealand.
Chapter 5 Reference **5.1.7** **Standard**	5.1.7 The State of Registry shall establish criteria for operations where an RCP specification for PBC has been prescribed.		Not Applicable		RCP not yet applied in New Zealand.

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Chapter 5 Reference **5.1.8** **Standard**	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: a) normal and abnormal procedures, including contingency procedures; b) flight crew qualification and proficiency requirements, in accordance with 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 not yet applied in New Zealand.
Chapter 5 Reference **5.1.9** **Standard**	5.1.9 The State of Registry shall ensure that, in respect of those helicopters mentioned in 5.1.6, adequate provisions exist for: 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 helicopters, helicopter types or operators, identified in such reports as not complying with the RCP specification(s).		Not Applicable		RCP not yet applied in New Zealand.

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Chapter 5 Reference **5.2.1** **Standard**	**5.2 NAVIGATION EQUIPMENT** 5.2.1 A helicopter shall be provided with navigation equipment which will enable it to proceed: a) in accordance with its flight plan; and b) in accordance with the requirements of air traffic services; except when, if not so precluded by the appropriate authority, navigation for flights under VFR is accomplished by visual reference to landmarks. For international general aviation, landmarks shall be located at least every 110 km (60 NM).	CAR 91.519(b).	No Difference		

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Chapter 5 Reference **5.2.2** **Standard**	5.2.2 For operations where a navigation specification for performance-based navigation (PBN) has been prescribed, a helicopter shall, in addition to the requirements specified in 5.2.1: a) be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s); b) have information relevant to the helicopter navigation specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and c) where the helicopter is operated in accordance with a MEL, have information relevant to the helicopter navigation specification capabilities included in the MEL. *Note.— Guidance on helicopter documentation is contained in the* Performance-based Navigation (PBN) Manual *(Doc 9613).*	CAR 91.519(c).	No Difference		
Chapter 5 Reference **5.2.3** **Standard**	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		

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Chapter 5 Reference **5.2.4** **Standard**	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: 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. *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).* *Note 2.— Electronic navigation data management is an integral part of normal and abnormal procedures*.	CAR 91.246.	No Difference		
Chapter 5 Reference **5.2.5** **Standard**	5.2.5 The State of Registry shall issue a specific approval for operations based on PBN authorization required (AR) navigation specifications. *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).*	CAR 91.246.	No Difference		

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Chapter 5 Reference **5.2.6** **Standard**	5.2.6 The helicopter shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the helicopter to navigate in accordance with 5.2.1 and, where applicable, 5.2.2. *Note.— For international general aviation, this requirement may be met by means other than the duplication of equipment.*	CAR 91.519.	Less protective or partially implemented or not implemented	Not specified for non-commercial operations, except for operations in RVSM or MNPS airspace.	
Chapter 5 Reference **5.2.7** **Standard**	5.2.7 On flights in which it is intended to land in instrument meteorological conditions, a helicopter shall be provided with appropriate navigation equipment providing guidance to a point from which a visual landing can be effected. This equipment shall be capable of providing such guidance at each heliport at which it is intended to land in instrument meteorological conditions and at any designated alternate heliports.	CAR 91.519(b).	No Difference		
Chapter 5 Reference **5.3.1** **Standard**	**5.3 SURVEILLANCE EQUIPMENT** 5.3.1 A helicopter shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services.	CAR 91.247.	No Difference		

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Chapter 5 Reference **5.3.2** **Standard**	5.3.2 For operations where surveillance equipment is required to meet an RSP specification for performance-based surveillance (PBS), a helicopter shall, in addition to the requirements specified in 5.3.1: 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 helicopter RSP specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and c) where the helicopter is operated in accordance with a MEL, have information relevant to the helicopter RSP specification capabilities included in the MEL. *Note 1.— Information on surveillance equipment is contained in the* Aeronautical Surveillance Manual *(Doc 9924).* *Note 2.— Information on RSP specifications for performance-based surveillance is contained in the* Performance-based Communication and Surveillance (PBCS) Manual *(Doc 9869).*		Not Applicable		PBS is not applied in New Zealand.
Chapter 5 Reference **5.3.3** **Standard**	5.3.3 The State of Registry shall establish criteria for operations where an RSP specification for PBS has been prescribed.		Not Applicable		PBS is not applied in New Zealand.

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Chapter 5 Reference **5.3.4** **Standard**	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: 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		PBS is not applied in New Zealand.
Chapter 5 Reference **5.3.5** **Standard**	5.3.5 The State of Registry shall ensure that, in respect of those helicopters mentioned in 5.3.2, adequate provisions exist for: 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 helicopter, helicopter types or operators, identified in such reports as not complying with the RSP specification(s).		Not Applicable		PBS is not applied in New Zealand.

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Chapter 6 Reference **6.1.1** **Standard**	**CHAPTER 6. HELICOPTER MAINTENANCE††** *Note 1.— For the purpose of this chapter "helicopter" includes: engines, power transmissions, rotors, components, accessories, instruments, equipment and apparatus including emergency equipment.* *Note 2.— Guidance on continuing airworthiness requirements is contained in the* Airworthiness Manual *(Doc 9760).* **6.1 MAINTENANCE RESPONSIBILITIES††** 6.1.1 The owner of a helicopter, or in the case where it is leased, the lessee, shall ensure that: a) the helicopter is maintained in an airworthy condition; b) the operational and emergency equipment necessary for the intended flight is serviceable; c) the certificate of airworthiness of the helicopter remains valid; and d) the maintenance of the helicopter is performed in accordance with a maintenance programme acceptable to the State of Registry. ---------- †† As of 5 November 2020, the following Chapter and paragraph will	CAR 91.603, 91.101, 91.621.	No Difference		

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	be titled: Chapter 6 — *Helicopter Continuing Airworthiness* Paragraph 6.1 — *Operator's Continuing Airworthiness Responsibilities*.				
Chapter 6 Reference **6.1.2** **Standard**	6.1.2 Until 4 November 2020, the helicopter shall not be operated unless it is maintained and released to service under a system acceptable to the State of Registry.	CAR 91.617	No Difference		
Chapter 6 Reference **6.1.2** **Standard**	*6.1.2* As of 5 November 2020, the owner or the lessee shall not operate the helicopter unless maintenance on the helicopter, including any associated engine, rotor and part, is carried out: a) by an organization complying with Annex 8, Part II, Chapter 6 that is either approved by the State of Registry of the helicopter 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; and there is a maintenance release in relation to the maintenance carried out.	CAR 43.101.	No Difference		

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Chapter 6 Reference **6.1.3** **Standard**	6.1.3 Until 4 November 2020, when the maintenance release is not issued by an organization approved 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		

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Chapter 6 Reference **6.2.1** **Standard**	**6.2 MAINTENANCE RECORDS††** 6.2.1 The owner shall ensure that the following records are kept for the periods mentioned in 6.2.2: a) the total time in service hours, calendar time and cycles, as appropriate of the helicopter and all life-limited components; b) the current status of compliance with all mandatory continuing airworthiness information; c) appropriate details of modifications and repairs to the helicopter; d) the time in service (hours, calendar time and cycles, as appropriate) since last overhaul of the helicopter or its components subject to a mandatory overhaul life; e) the current status of the helicopter's compliance with the maintenance programme; and f) the detailed maintenance records to show that all requirements for signing of a maintenance release have been met. --- †† As of 5 November 2020, paragraph 6.2 will be titled *Continuing Airworthiness Records*.	CAR 91.627	No Difference		

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Chapter 6 Reference **6.2.2** **Standard**	6.2.2 The records in 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 6.2.1 f) for a minimum period of one year after the signing of the maintenance release.	CAR 91.617	No Difference		
Chapter 6 Reference **6.2.3** **Standard**	6.2.3 The lessee of a helicopter shall comply with the requirements of 6.2.1 and 6.2.2, as applicable, while the helicopter is leased.	CARs.	No Difference		In the context of the New Zealand Civil Aviation Rules, the "lessee", like the "owner", is the operator.
Chapter 6 Reference **6.2.4** **Standard**	6.2.4 As of 5 November 2020, records kept and transferred in accordance with 6.2 shall be maintained in a form and format that ensures readability, security and integrity of the records at all times. *Note 1.— The form and format of the records may include, for example, paper records, film records, electronic records or any combination thereof.* *Note 2.— Guidance regarding electronic aircraft continuing airworthiness records is included in the* Airworthiness Manual (Doc 9760).	CAR 91.617.	No Difference		

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Chapter 6 Reference **6.3** **Standard**	**6.3 CONTINUING AIRWORTHINESS INFORMATION** The owner of a helicopter over 3 175 kg maximum certificated take-off mass, or in the case where it is leased, the lessee, shall, as required by the State of Registry, ensure that the information resulting from maintenance and operational experience with respect to continuing airworthiness is transmitted as required by Annex 8, Part II, 4.2.3 f) and 4.2.4.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 6 Reference **6.4** **Standard**	**6.4 MODIFICATIONS AND REPAIRS** 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.	CAR 21.303; CAR Part 43 Subpart E.	No Difference		
Chapter 6 Reference **6.5.1** **Standard**	**6.5 MAINTENANCE RELEASE** 6.5.1 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 performed has been completed satisfactorily.	CAR 43.105.	No Difference		
Chapter 6 Reference **6.5.1** **Standard**	*6.5.1* 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.	CAR 43.101(a)(3), 43.105.	No Difference		

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Chapter 6 Reference **6.5.2** **Standard**	6.5.2 Until 4 November 2020, a maintenance release shall contain a certification including: a) basic details of the maintenance carried out; 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 6 Reference **6.5.2** **Standard**	*6.5.2* 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		

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Chapter 6 Reference **6.5.3** **Standard**	6.5.3 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 carried out; b) the date such maintenance was completed; and c) the identity of the person or persons signing the release.	CAR 43.105.	No Difference		

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Chapter 7 Reference **7.1** **Standard**	**CHAPTER 7. HELICOPTER FLIGHT CREW** **7.1 QUALIFICATIONS** The pilot-in-command shall ensure that the licences of each flight crew member have been issued or rendered valid by the State of Registry, and are properly rated and of current validity, and shall be satisfied that flight crew members have maintained competence. *Note.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle Clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons*.	CAR 135.503.	Less protective or partially implemented or not implemented	Although the rule requires this of operators, it does not extend to non-commercial operations.	
Chapter 7 Reference **7.2** **Standard**	**7.2 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		

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