SUPPLEMENT TO

ANNEX 6 — OPERATION OF AIRCRAFT

Part III — International Operations — Helicopters

(Fifth Edition)

1. The attached Supplement supersedes all previous Supplements to Annex 6, Part III and includes differences notified by Contracting States up to 30 September 2002 with respect to all amendments up to and including Amendment 8.

2. This Supplement should be inserted at the end of Annex 6, Part III (Fifth Edition). Additional differences received from Contracting States will be issued at intervals as amendments to this Supplement.
SUPPLEMENT TO
ANNEX 6 — OPERATION OF AIRCRAFT

Part III — International Operations — Helicopters

(Fifth Edition)

Differences between the national regulations and practices of Contracting States and the corresponding International Standards and Recommended Practices contained in Annex 6, Part III, as notified to ICAO in accordance with Article 38 of the Convention on International Civil Aviation and the Council’s resolution of 21 November 1950.
### RECORD OF AMENDMENTS TO SUPPLEMENT

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### AMENDMENTS TO ANNEX 6, PART III, ADOPTED OR APPROVED BY THE COUNCIL

**SUBSEQUENT TO THE FIFTH EDITION ISSUED JULY 2001**

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1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards and Recommended Practices of Annex 6, Part III (Fifth Edition), up to and including Amendment 8, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

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2. Contracting States which have notified ICAO that no differences exist

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France Sweden
New Zealand United Kingdom
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Sweden Georgia
United States Sweden

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**SUPPLEMENT TO ANNEX 6, PART III (FIFTH EDITION)**

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SECTION I

Chapter 1

Definitions

Approach and landing operations using instrument approach procedures. Argentine regulations retain the former definition of instrument approach and landing operations.

Decision altitude (DA) or decision height (DH). The text has not been amended. Argentine regulations retain the former definition.

Flight time — helicopters. The text has not been amended. Argentine regulations retain the former definition.

Heliport operating minima. Argentine regulations retain the former definition of heliport operating minima, which does not refer to approach and landing operations with vertical guidance.

SECTION II

Chapter 4

4.3.1.7 The Argentine Republic does not require the installation of a Type IVA FDR.

4.3.1.7.1 The Argentine Republic only requires recording of the following parameters: pressure altitude; indicated airspeed; heading; normal acceleration; lateral acceleration; longitudinal acceleration; and time.

4.3.1.7.2 The Argentine Republic only requires recording of the following parameters: pitch attitude and roll attitude.

4.3.1.7.3 The Argentine Republic only requires recording of free power turbine speed on each engine, main rotor speed and gearbox oil temperature.

4.3.1.7.4 The Argentine Republic does not require that these parameters be recorded.

4.3.1.7.5 The Argentine Republic only requires recording of hydraulics low pressure, warnings, primary flight controls, each navigation receiver frequency selection, AFCS mode and engagement status, stability augmentation system engagement and altitude rate.

4.3.4.1 The Argentine Republic only requires this recorder for turbine-powered helicopters with seating for 10 or more passengers or an equivalent payload capacity.

4.3.5.1 A cockpit voice recorder is required for turbine-powered helicopters with seating for 6 or more passengers or an equivalent payload capacity.

4.3.5.2

Chapter 6

6.4.2 In the Argentine Republic, the operator must keep the maintenance records in 6.4.1 for a minimum period of five years.

SECTION III

Chapter 4

4.9.1.7 The Argentine Republic does not require the installation of a Type IVA FDR.
4.9.1.7.1 The Argentine Republic only requires recording of the following parameters: pressure altitude, indicated airspeed, heading, normal acceleration, lateral acceleration, longitudinal acceleration and time.

4.9.1.7.2 The Argentine Republic only requires recording of the following parameters: pitch attitude and roll attitude.

4.9.1.7.3 The Argentine Republic only requires recording of free power turbine speed on each engine, main rotor speed, and gearbox oil temperature.

4.9.1.7.4 The Argentine Republic does not require recording of these parameters.

4.9.1.7.5 The Argentine Republic only requires recording of hydraulics low pressure, warnings, primary flight controls, each navigation receiver frequency selection, AFCS mode and engagement status, stability augmentation system engagement and altitude rate.

4.9.4.1 The Argentine Republic only requires this recorder for turbine-powered helicopters with seating for 10 or more passengers or an equivalent payload capacity.

4.9.5.1 A cockpit voice recorder is required for turbine-powered helicopters which are equipped with seating for 6 or more passengers or an equivalent payload capacity and which require two pilots to operate them. Flight data recorders are required for turbine-powered helicopters with seating for 10 or more passengers or an equivalent payload capacity.

Chapter 6

6.2.2 In the Argentine Republic, the operator must keep the maintenance records in 6.2.1 for a minimum period of five years.

*Recommended Practice

30/9/02
SECTION II

Chapter 2

2.2.6.2 Australian legislation mandates the method by which minimum flight altitude must be determined, but does not require the method to be incorporated in the operations manual.

2.2.9.2 Flight time, flight duty time limitations and rest periods are mandated. Several exemptions and standing exemptions are issued. These limitations do not apply to other than flight crew.

2.2.11 Australian legislation does not require helicopters to be certificated for ditching.

2.3.3.1 Australia does not mandate preparation of an operational flight plan for every flight, and does not specify the content of the plan.

2.3.4.2 Australian legislation does not refer to off-shore alternates.

2.3.6.3 The only requirements are the general fuel requirement provisions.

2.4.9* Operators are not required to specify noise abatement procedures. Such procedures are specified by the State.

2.5.5 There is no requirement for a journey log book. However, trip records are required.

Chapter 3

3.1.1 Australia uses a different helicopter classification system and does not place route operating or landing area limitations on helicopters according to performance.

3.1.2

3.1.3*

3.1.4

3.1.5* Australia specifies helicopter performance standards according to aircraft certification.

3.2.7 Provision is mandated only for major international aerodromes.

3.3.1 Not implemented because Australian legislation does not yet address detailed performance operating limitations for helicopters.

3.3.2

Chapter 4

4.2.2 The requirements for carriage of first-aid kits and fire extinguishers are not implemented as prescribed.

4.3.1.1 Australian legislation does not refer to FDRs by Type, but specifies the parameters to be recorded.

4.3.1.2 Metal foil FDRs are still permitted.

4.3.1.3

*Recommended Practice
4.3.1.4* Current legislation specifies that analogue recorders will not be approved for fitment to aircraft which receive their initial Certificate of Airworthiness after 1 January 1984.

4.3.1.4.1 Photographic film recorders are not approved.

4.3.1.5 There are no legislative requirements to give effect to this Standard.

4.3.1.5.1

4.3.1.6* Australian legislation does not refer to combination recorders.

4.3.1.7 Australian legislation does not refer to FDRs by Type. Parameters currently required to be recorded are less comprehensive than the Annex Standards.

4.3.1.7.1 to 4.3.1.7.5

4.3.2 Australia does not refer to type, but requires the FDR to be capable of retaining the information for at least 25 hours of recording.

4.3.3.1 Legislation does not refer to type. Australian helicopters, turbine-powered, first certificated after 1 July 1965, in excess of 5 700 kg MCTM must have an FDR.

4.3.3.2* 1 July 1965, in excess of 5 700 kg MCTM must have an FDR.

4.3.4.1

4.3.5.1 Australia does not require recording of main rotor speed. For helicopters greater than 5 700 kg MCTM, issued with an Australian Certificate of Airworthiness after 1 January 1985, CVRs are required.

4.3.5.2

4.3.6

4.3.7.2* Australian turbine-powered helicopters first certificated after 1 July 1965, above 5 700 kg MCTM, must have a CVR capable of retaining the last 30 minutes of recording.

4.3.7.3 Australian legislation does not require a CVR recording duration of two hours.

4.3.9.2 There is no requirement for operators to establish a procedure to that effect.

4.3.10 Australia does not legislate for continued serviceability checks.

4.4.2 Australian legislation does not base the requirement to be equipped in accordance with 4.10 on whether the flight is a controlled flight or not.

4.5.1 Australia requires carriage of flotation equipment in any helicopter carrying passengers in a flight over water if the helicopter is unable to remain airborne following failure of a power unit.

4.5.2 Australia requires carriage of:

a) life jackets in all helicopters for flights beyond 50 NM;

b) life jackets for flights of 50 NM or less to/from platforms and off-shore vessels, and in all helicopters which are unable to remain airborne following failure of a power unit;

c) life rafts on all flights over water at a distance corresponding to 30 minutes at normal cruising speed;

d) pyrotechnic signalling equipment at all times when the carriage of life rafts is required.

*Recommended Practice

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4.5.2.6* Australia does not require deployment of rafts using mechanical assistance or remote control.
4.5.2.7*
4.5.2.8*

4.7.2 Australian legislation requires the carriage of an ELT(S) when one life raft is carried, and at least two ELTs when two or more life rafts are carried. Carriage of an automatically activated ELT is not required.

4.7.5
4.7.6
4.7.7*

4.8.4* Australia has no requirement to operate helicopters in commercial air transport at altitudes where the atmospheric pressure is less than 620 hPa.

4.11.2* Australian legislation does not specify a requirement for trainability.
4.12* In Australia the requirement for weather radar to be carried applies only to helicopters which are:

a) above 5 700 kg MCTM;
b) turbine-powered;
c) operating under IFR; and
d) operated by two or more flight crew.

4.13 There is no requirement for a noise certificate to be carried.
4.15 This requirement is applicable only within Class C airspace where there is radar coverage.
4.16 Australia’s requirement is not based on transition altitude.

Chapter 5

5.1.2 The requirement for 121.5 MHz is not specifically mandated.
5.2.2 Australia requires specific equipment to be installed relative to the route being operated.

Chapter 6

6.3 There is no requirement for human factors to be taken into account when designing a maintenance programme.

Chapter 7

7.4.1 Australia does not require recent experience to be in the same type.
7.4.2

*Recommended Practice
Chapter 8

8.4* Australian legislation does not specify training or recency requirements in detail for flight dispatch personnel.

Chapter 10

10.4 Flight time, duty and rest periods for flight attendants are not mandated by the Authority.

SECTION III

Chapter 2

2.6.1 Australia places the decision-making responsibility on the pilot-in-command for commencement and continuation of a flight.

2.7.2 Australian legislation does not refer to off-shore alternates.

2.8.3.1 The only requirements are the general fuel requirements provisions.

2.8.3.2

2.8.3.3 Prescribed fuel requirements are general and do not mandate specific times.

2.18.2* There is no requirement to maintain two-way communications between the aircraft and the ground crew while refuelling with passengers on board.

Chapter 3

3.3 Australia uses a different helicopter classification system, and places no restriction on the use of elevated heliports and helidecks.

3.4* Elevated heliports and helidecks.

Chapter 4

4.1.3.1 The requirements for carriage of first-aid kits and fire extinguishers are not implemented as prescribed.

4.1.3.3* This recommendation is implemented for helicopters manufactured from 1992 onwards.

4.2.2* Australian legislation does not base the requirement to be equipped in accordance with 4.6 on whether the flight is a controlled flight.

4.3.2.6* Australia does not require deployment of rafts using mechanical assistance or remote control.

4.3.2.7*

4.3.2.8*

4.7.2* Australian legislation does not specify a requirement for trainability.

4.9.1.1 Australian legislation does not refer to FDRs by Type, but specifies the parameters to be recorded.

4.9.1.2

*Recommended Practice

30/9/02
4.9.1.3 Metal foil FDRs are still permitted.

4.9.1.4* Current legislation specifies that analogue recorders will not be approved for fitment to aircraft which receive their initial Certificate of Airworthiness after 1 January 1984.

4.9.1.4.1 Photographic film recorders are not approved.

4.9.1.5 There are no legislative requirements to give effect to these Standards.

4.9.1.5.1

4.9.1.5.2

4.9.1.6* Australian legislation does not refer to combination recorders.

4.9.1.7 Australian legislation does not refer to FDRs by Type. Parameters currently required to be recorded are less comprehensive than the Annex standards.

4.9.2 Australia does not refer to Type, but requires the FDR to be capable of retaining the information for at least 25 hours of recording.

4.9.3.1 Australian helicopters, turbine-powered, first certificated after 1 July 1965, in excess of 5 700 kg MCTM must have an FDR.

4.9.3.2* Australian legislation does not refer to FDRs by Type. Parameters currently required to be recorded are less comprehensive than the Annex standards.

4.9.4.1 Australian legislation does not refer to FDRs by Type. Parameters currently required to be recorded are less comprehensive than the Annex standards.

4.9.5.1 Australia does not require recording of main rotor speed. For helicopters greater than 5 700 kg MCTM, issued with an Australian Certificate of Airworthiness after 1 January 1985, cockpit voice recorders are required.

4.9.5.2* Australian turbine-powered aeroplanes first certificated after 1 July 1965, above 5 700 kg MCTM, must have a CVR capable of retaining the last 30 minutes of recording.

4.9.8.2 There is no requirement for operators to establish a procedure to that effect.

4.10.2 Australian legislation allows a single ELT(S) if only one life raft is carried.

4.10.3

4.11.1 This requirement is applicable only within Class C airspace where there is radar coverage.

4.11.2* Australia’s requirement is not based on transition altitude.

**Chapter 5**

5.1.5* The requirement for 121.5 MHz is not specifically mandated.

5.2.2 Australian legislation allows carriage of a single radio navigation aid if the helicopter is operating outside controlled airspace.

*Recommended Practice
SECTION I

Chapter 2  The Standards and Recommended Practices contained in Annex 6, Part III shall be applicable to all helicopters engaged in commercial air transport operations or general aviation operations and parts to helicopters engaged in aerial work.
SECTION I

Chapter 1

Definitions

Approach and landing operations using instrument approach procedure.
Category II (CAT II) operation. Category II operations are defined as operations with a runway visual range of not less than 300 metres.

SECTION II

Chapter 2

2.2.5 No explicit Human Factors principles are required or established in the design and utilization of checklists. Anticipated compliance by 1 April 2002.

2.2.11 There is no requirement for ditching certification but floats or emergency float installations are required.

2.3.3.1 There is an exception for the submission of an operational flight plan for VFR operations.

2.3.6.2 b) For VFR operations, 10 per cent extra fuel is required. For VFR operations in a non-hostile environment, 5 per cent extra fuel is required.

2.3.8.2 Oxygen supply requirements for pressurized helicopters are not described.

2.4.7 There are no formal requirements established for the coordination of in-flight operational instructions. Anticipated compliance by 1 April 2002.

2.5.1 The responsibilities of the pilot-in-command are not fully reflected in JAR-OPS 3.085. Anticipated compliance by 1 April 2002.

2.6.1 The duties of the flight operations officer/flight dispatcher are not explicitly addressed in JAR-OPS 3.205. Anticipated compliance by 1 April 2002.

Chapter 3

3.3.2 Not explicitly addressed in JAR-OPS 3.205. Anticipated compliance by 1 April 2002.

Chapter 4

4.1.2 With respect to the minimum equipment list required for helicopters, the KOL(H) established for helicopters is less than 2 730 kg.

4.2.2 c) 1) and 2) Not applicable for transportation of parachutists to be dropped from the aircraft. (DCAA BL 5-6, 5.1.)

4.2.4.1 There is no description of marking of break-in points.

4.3 JAR-OPS 3.715/720 is not fully in accordance with Annex 6 text. Anticipated compliance by 1 April 2002.

4.3.1 This paragraph will not be implemented in time due to lack of standards and an obligation to provide ample warning for workshops and operators/owners.

4.3.2 The duration time for flight data recorders is eight hours.
4.4.2 IFR equipment is only required for VFR night operations.

4.10.1 c) Counter-drum pointer is not required in JAR-OPS 1.652 c). Anticipated compliance by 1 April 2002.

4.15 Pressure-altitude reporting transponder is only required for VFR operation in Danish airspace C.

4.16 JAR-OPS 3 has no formal requirement for use of boom or throat microphone below transition level/attitude.

Chapter 7

7.4.1 Recency may also be maintained by flying a flight simulator, qualified and approved for the purpose of the helicopter type to be used. Recency may be extended up to a maximum of 120 days by line flying under supervision of a nominated commander.
SECTION I

Chapter 1

Definitions

Approach and landing operations using instrument approach procedure.

Category II (CAT II) operation. A Category II operation is defined with a runway visual range minimum not less than 300 metres.

SECTION II

Chapter 2

2.2.5 No explicit Human Factors Principles requirements established in JAR-OPS 3.210 and 3.1040.

2.2.11 No requirement for ditching certification for all Category B performance class 3 helicopters, if operated for maximum of 10 minutes on each flight over water out of distance for safe forced landing, but floats or emergency float installation are required.

2.3.3.1 Operational flight plan for every intended flight (VFR maximum 100 km) is not required.

2.3.6.2 b) Instead of 10 per cent extra fuel in case of VFR flight, 5 per cent extra fuel in non-hostile environment is required.

2.3.8.2 Pressurized helicopters are not described in JAR-OPS 3.

2.4.7 No formal requirements for in-flight instruction coordination with ATS are established in JAR-OPS 3. Anticipated compliance is 1 April 2002.

2.5.1 Pilot-in-command responsibilities are not fully reflected in JAR-OPS 3.085 and JAR-OPS 3.210 (d). Anticipated compliance is 1 April 2002.


Chapter 3

3.3.2 Not explicitly expressed in JAR-OPS 3.225. Anticipated compliance 1 April 2002.

Chapter 4

4.1.2 For single engine VFR helicopters, MEL is not mandatory, but then all the equipment shall be installed and in condition.

4.2.2 c) 1) and 2) Not applicable for transportation of parachutists to be dropped from the aircraft with a maximum of 10 passenger seats.

4.3.1 and 4.3.3 JAR-OPS 3.715/3.720 are not fully in accordance with Annex 6 text. Anticipated compliance is 1 April 2002.

4.3.2 Instead of FDR recording duration of ten hours, eight hours is required.
4.3.9.1 A CVR may be switched off during the flight time following an accident or incident, if the pilot-in-command believes that the recorded data to be preserved for accident or incident investigation would otherwise be automatically erased.

4.4.2 IFR equipment only required for VFR night operation.

4.10.1 c) Counter drum pointer not required in JAR-OPS 3.652 (c). Anticipated compliance 1 April 2002.

4.15 Pressure-altitude reporting transponder in JAR-OPS 3.865 is only required for VFR operation, if the requirement is applicable to the area or route flown. Anticipated compliance 1 April 2002.

4.16 JAR-OPS 3.650/3.652 has no formal requirement for use of boom or throat microphone below transition level/altitude.

Chapter 7

7.4.1 Recency may also be maintained by flying a flight simulator, qualified and approved for the purpose, of the helicopter type to be used. Recency may be extended up to a maximum of 120 days by line flying under supervision of a nominated commander.

7.4.4 The period of validity of an operator proficiency check is 6 calendar months in addition to the remainder of the month of issue. If issued within the final 3 calendar months of validity of a previous proficiency check, the period of validity shall extend from the date of issue to 6 calendar months from the expiry date of the previous operator proficiency check.
SECTION II

Chapter 2

2.2.8.1 France does not require that oil records be maintained.

2.3.3.1 French regulations do not contain specific requirements concerning the signing of the operational flight plan.

2.3.6.2 For VFR operations in a non-hostile environment, France only requires a 5 per cent supply, rather than 10 per cent.

2.3.6.4 French regulations do not take into account the loss of pressurization in computing fuel requirements. No operators in France use pressurized helicopters.

2.3.7* France does not forbid refuelling when the rotors are turning but does require that the procedures for doing so be specified in the operations manual.

2.4.9* France does not require that noise abatement procedures specified by an operator for any one helicopter type be the same for all heliports.

2.5.2 Pending implementation of Sub-part N of JAR-OPS 3, there is no specific requirement that the pilot-in-command ensure the checklists are complied with, although that is standard practice.

Chapter 3

3.1.2 France authorizes several exceptions:

— operation over a hostile body of water for a maximum period of 10 minutes during the same flight; and

— operation in a hostile environment outside of congested areas (in performance Class 2 for helicopters with a maximum capacity of 9 passengers and in performance Class 3 for helicopters with a maximum capacity of 6 passengers) under certain conditions.

3.1.4 France authorizes performance Class 2 operations from elevated heliports in congested areas until 31 December 2009, provided that there are safe forced landing areas.

3.1.5* France authorizes operations from elevated heliports in a non-hostile environment with an exposure time to power unit failure during take-off or landing until 31 December 2009.

3.2.7.1.2 Until 31 December 2004, French operators may obtain a special authorization for emergency medical service flights, with take-off and landing phases over a hostile environment (no possibility of forced landing).

3.2.7.1.3 France has no particular requirements concerning the ability to clear obstacles along the flight path.

3.2.7.2.1 France does not take into account the failure of two power-units. No French operator uses helicopters with more than two power-units.

*Recommended Practice
3.2.7.3.2 Until 31 December 2004, French operators may obtain a special authorization for emergency medical service flights with take-off and landing phases over a hostile environment (no possibility of a forced landing).

3.2.7.3.3 France has no specific requirements for clearing obstacles in the approach path.

3.3.2 France has no regulatory requirements for taking into account charting accuracy.

Chapter 4

4.2.2 France does not require spare fuses.

4.3.1.5 French regulations have not yet incorporated the provisions relating to recording of data link communications.

4.3.1.7 The list of parameters required by French regulations does not fully comply with the requirements in Annex 6.

4.3.2 France requires a recording time of five hours for helicopters certificated prior to 1 August 1999 and eight hours for those certificated later.

4.3.3.2* France requires a data recorder for helicopters with a maximum certificated take-off mass of under 7 000 kg in the following cases:

— helicopter with a maximum certificated take-off mass of over 2 730 kg and certificated on 1 August 1999 or later; and

— helicopters with more than nine passengers and certificated between 1 January 1989 and 31 July 1999.

4.3.4 France has not yet incorporated this requirement into its regulations.

4.3.5.1 France does not require a cockpit voice recorder for helicopters of over 7 000 kg, with less than 10 passengers, and which were certificated prior to 1 August 1999.

4.3.5.2 France only requires a cockpit voice recorder for helicopters of with a maximum certificated take-off mass of over 3 180 kg and up to and including 7 000 kg if they were certificated on 1 August 1999 or later.

4.3.6 France does not require cockpit voice recorders for helicopters with a maximum certificated take-off mass of over 7 000 kg or with a capacity of less than 10 passengers if the helicopters were certificated before 1 August 1999.

4.3.7.3 France only requires one hour of recording time for cockpit voice recorders.

4.3.9.1 France has no specific requirements concerning the switching off of flight recorders.

4.4.2 France has no specific requirements concerning VFR flights operated as controlled flights other than the requirements of the air traffic services.

4.7.1 France does not require an emergency locator transmitter (ELT) onboard the raft.

*Recommended Practice
4.10.1 French regulations do not require any specific type of presentation for altimeters.

4.10.1 f) France only requires two attitude indicators when operating under single-pilot instrument flight rules.

4.12* France only requires weather radar for helicopters with a capacity of more than nine passengers.

4.16 France has no specific requirements concerning the use of boom or throat microphones below the transition level/altitude.

Chapter 7

7.4.3.5 Pending implementation of Sub-part N of JAR-OPS 3, France has no specific requirements concerning route qualification.

7.4.4 Pending implementation of Sub-part N of JAR-OPS 3, France requires an on-line and an off-line proficiency check once a year.

Chapter 8

8.4* France has no specific requirement concerning the recent experience of flight operations officers.

Chapter 10

10.3 Pending adoption of European Community rules, France has no specific requirements concerning the training of cabin crew in knowledge about human performance.

SECTION III

Chapter 2

2.6.3.1 France has no specific requirement concerning the continuation of a flight based on the meteorological conditions to the heliport of intended landing or alternate heliport.

2.7.1 b) 2) and 3) France does not require a prescribed instrument approach procedure for isolated heliports nor the determination of a point of no return (PNR) for off-shore heliports, when determining the need for an alternate aerodrome.

2.7.2 France has no restrictions on the use of off-shore alternates.

2.8.3.3 For light helicopters (maximum certificated take-off mass of under 2 730 kg and maximum capacity of five passengers), France does not require a two-hour fuel reserve for a flight to an isolated heliport.

2.8.4 For light helicopters (maximum certificated take-off mass of under 2 730 kg and maximum capacity of five passengers), French regulations do not specify the parameters to be taken into account when computing fuel requirements. For heavy helicopters, the loss of pressurization is not taken into account (no pressurized helicopters are operated in France).

*Recommended Practice
2.9.1 France only requires oxygen to be carried:

— for the crew, if the flight level is above 125 (3800 m); and
— for other occupants, if the flight level is above 145 (4400 m)

2.10 France only requires that a single pilot shall use breathing oxygen.

2.17 France does not require that a rotor only be turned under power with a qualified pilot at the controls.

2.19 France requires that any heavy helicopter (maximum certificated take-off mass of over 2730 kg or maximum capacity of six or more passengers) be certificated for ditching or equipped with emergency floatation capability:

— for performance Class 1, if the helicopter is more than ten minutes’ flying time from shore; and
— for performance Class 2 or 3, if the helicopter is farther from shore than from the safe forced landing distance.

Chapter 3

3.4* France does not forbid light performance Class 3 helicopters (maximum certificated take-off mass of under 2730 kg and maximum capacity of five passengers) from taking off from elevated heliports or helidecks.

Chapter 4

4.1.3.1 a),b) and e) France does not require light helicopters (maximum certificated take-off mass under 2730 kg and maximum capacity five passengers) to carry a first-aid kit or a fire extinguisher other than during flights over water or designated land areas. Fuses are only required for night flights.

4.1.3.2* France does not require ground-air signal codes for search and rescue purposes except during flights over designated land areas.

4.1.3.3* France does not require safety harnesses in older helicopters.

4.2.1 b) France does not require light helicopters (maximum certificated take-off mass of under 2730 kg and maximum capacity of five passengers) on VFR flights to carry an accurate timepiece.

4.2.2* France has no specific requirements for controlled VFR flights other than the requirements of the air traffic services.

4.3.2.6* France has no requirement for the remote control or mechanically assisted deployment of life rafts.

4.3.2.7*

4.3.2.8*

4.7.1 France does not require helicopters operating at night under VFR to be equipped with an accurate timepiece, thermometer, pitot de-icing, or lights in the passenger compartment.

*Recommended Practice

30/9/02
4.9.1.5 French regulations have not yet incorporated the requirements relating to data link communications.

4.9.1.5.1

4.9.1.5.2

4.9.1.7 The list of parameters required by French regulations does not fully comply with the requirements in Annex 6.

4.9.2 France requires a recording time of five hours for helicopters certificated before 1 August 1999 and eight hours for helicopters certificated later.

4.9.3.2* France requires a data recorder for helicopters with a maximum take-off mass of under 7 000 kg under the following circumstances:

— helicopters with a maximum take-off mass of over 2 730 kg and certificated 1 August 1999 or later; and

— helicopters with a capacity of more than nine passengers and which were certificated after 1 January 1989.

4.9.4.1 France requires a recording time of five hours for helicopters certificated before 1 August 1999 and eight hours for those certificated later.

4.9.5.1 France does not require a cockpit voice recorder for helicopters of over 7 000 kg, with less than 10 passengers, and certificated before 1 August 1999.

4.9.5.2* France does not require a cockpit voice recorder for helicopters with a maximum certificated take-off mass of over 3 180 kg and up to and including 7 000 kg unless they were certificated on 1 August 1999 or later.

4.9.6.2* France requires only one hour of recording time for cockpit voice recorders.

4.9.6.3

4.9.8.1 France has no specific requirements relating to switching off of flight recorders.

4.11.1* Under VFR, France does not require the systematic carriage of a transponder unless it is required by the control services.

4.12* France has no specific requirements relating to the use of boom or throat microphones below the transition level/altitude.

Chapter 6

6.1.3 France allows the maintenance release to be signed by an individual who is not licensed in accordance with Annex 1 and for maintenance operations to be undertaken outside the approved framework in the following cases:

— basic maintenance; and

— maintenance of light aircraft with a restricted certificate not in compliance with Annex 8.

In such cases the validity of the certificate of airworthiness is limited to six months.

*Recommended Practice
APPENDIX

5.16 Pending implementation of Sub-part N of JAR-OPS 3, French regulations concerning the contents of an operations manual do not contain specific provisions relating to:

— route and destination familiarization; and
— training cabin crew in Human Factors.
SECTION II

Chapter 2

2.2.7.1 to 2.2.7.3  Not implemented. The State has no dedicated heliports.

2.3.4.2  Not implemented. The State has no off-shore heliports.

2.3.4.3*  

2.3.7*  Not implemented. Not allowed under existing regulations.

2.3.8.1  Not implemented.

2.3.8.2  

2.4.6*  Not implemented.

2.6.1  Not implemented. The system currently in use does not utilize the services of flight dispatchers.

2.6.2  

Chapter 3

3.1.4  Not implemented. The State does not currently have any elevated heliports.

3.1.5*  

Chapter 4

4.3.1.3  Not implemented. No rotorcraft currently operated in the State are equipped with flight data recorders.

4.3.1.4*  

4.3.1.6*  Not implemented.

4.3.3.2*  

4.3.5  

4.3.6  

4.3.7.2*  

4.5.1  

4.5.2.1 to 4.5.2.5  

4.5.2.6*  

4.5.2.7*  

4.5.2.8*  

4.6  Not implemented. No land areas have been designated by the State as areas in which search and rescue would be especially difficult.

4.7.1  Not implemented.

4.7.2  

4.7.3  

4.7.4  Not implemented.

4.7.7*  

*Recommended Practice
4.8.1 to 4.8.4 Not implemented.
4.12*
4.13
4.14.1
4.14.2

Chapter 7
7.5 Not implemented.

Chapter 8
8.2* Not implemented. The system currently in use does not utilize the services of flight dispatchers.

Chapter 10
10.1 to 10.4 Not implemented. The State has no rotorcraft that require the use of flight attendants.

SECTION III Not implemented. The State has no internationally operated general aviation rotorcraft.

*Recommended Practice
General

Germany will not adopt Annex 6, Part III until harmonized European Standards, including Part III Standards, have been developed.
SECTION II

Chapter 4

4.5.2.6* It is not feasible at the present to have a requirement in India for deployment of 50 per cent of life rafts by remote control on helicopters.

*Recommended Practice
SECTION I

Chapter 1

Definitions

Crew member. A person carried by an aircraft who is:

a) employed, engaged, or contracted by the operator of the aircraft; or

b) carried for the sole purpose of undergoing or giving instruction in the control and navigation of the aircraft; or

c) a person exercising a function which that person is duly authorized in writing by the Director under the Act or rules made under the Act to exercise; or

d) a flight examiner.

Flight crew member. A crew member assigned by an operator for duty in an aircraft during flight time as a pilot or flight engineer.

Flight time — helicopters. The total time from the moment the aircraft moves under its own power for the purpose of taking off until the moment it comes to rest at the end of the flight.

General aviation operation. In the New Zealand civil aviation system, the generic term “general aviation” can include commercial operations. In such cases the more stringent provision of Annex 6, Part II, as appropriate, are applied.

Pilot-in-command. In relation to any aircraft, means the pilot responsible for the operation and safety of the aircraft.

SECTION II

Chapter 1

1.1.5 Not implemented.

Chapter 2

2.2.3.2 Not implemented.

2.2.4

2.2.5 CAR 91.221 — Flying equipment and operating information:

b) Each pilot-in-command of an aircraft in excess of 5 700 kg MCTOW, or having a certificated seating capacity of 10 passenger seats or more, shall require flight crew members to use a cockpit checklist covering the normal and emergency procedures for the operation of the aircraft in accordance with the aircraft flight manual.

2.2.6 Minimum flight altitudes are established by the State.

2.2.7.1 The State prescribes operating minima.

2.2.11 Not implemented.

2.3.1 The Standards are met; however, certifying is not a requirement.
2.3.4.1 An alternate aerodrome is required unless:

The aerodrome of intended landing has a standard instrument approach procedure, and for at least 1 hour before and after the ETA at the aerodrome of intended landing, the reported or forecast weather shall be such that the ceiling at the aerodrome of intended landing is at least 1,000 ft (305 m) above the minima prescribed for the instrument procedure to be used and the visibility at least 5 km.

2.3.4.2 Not implemented.

2.3.4.3*

2.3.6.2 Twenty minutes or for flights less than 20 minutes, a period equal to the anticipated flight time.

2.3.6.3.3 Not implemented.

2.4.3

2.4.4 CAR 91.205 — Crew members at stations. CAR only refers to take-off and landing.

2.6 Not implemented.

Chapter 3

3.1.2 Not implemented.

3.1.3*

3.1.4

3.1.5*

3.2.7.1

3.2.7.2

3.2.7.3

3.3.2 Not required by rules.

Chapter 4

4.2.2 a) Applicable for aircraft with a certificated seating capacity of 10 passenger seats or more.

4.2.2 c) Shoulder harness (in addition to safety belt) for each crew seat of an aircraft having 10 passenger seats or more or for low flying or for flight training.

4.2.2 c) 3)* Not implemented.

4.2.4

4.3.4 Where the helicopter flight manual requires two or more flight crew and the helicopter has a certificated seating capacity of 10 seats or more excluding any required pilot seats.

4.3.5

4.5.1 For single engine helicopters operating more than 10 NM beyond autorotational distance from shore. In addition, occupants are required to wear immersion suits.

*Recommended Practice
4.5.2.1 CAR 91.525 — Flights over water: ... b) for single engine aircraft on flights more than 100 NM from shore.
   a) CAR 135.87 (a) (2) more than 10 NM beyond autorotational distance from shore
   b) CAR 135.87 (a) (1) more than 10 NM beyond autorotational distance from shore
   c) not implemented.

4.5.2.2 CAR 135.87 (a) (2) more than 10 NM beyond autorotational distance from shore.

4.5.2.4 Not implemented.

4.5.2.6*
4.5.2.7*
4.5.2.8*

4.6 There is no requirement for means of sustaining life.

4.7.1 CAR 91.525 — Flights over water: (a) (3) for single engine aircraft on flights of more than 100 NM from shore.

4.10.2 Not implemented.

4.11.2*
4.12*
4.13
4.14.2
4.16

Chapter 6

6.3.1 The requirement to observe Human Factors principles is not included.

Chapter 7

7.3 Human Factors is not included in the requirements.

7.4.2 CAR 61.37: Recent flight experience applicable only to pilot-in-command.

7.4.3.3 Requirement is for one or more landings at an aerodrome representative of the operations to be flown rather than an actual approach into each heliport of landing on the route.

Chapter 8 Not implemented.

Chapter 9

9.4.2* Not implemented.

*Recommended Practice
Chapter 10

10.4 Not governed by Civil Aviation Rules. Limitation is established by industrial agreement.

Chapter 11

Not implemented.

SECTION III

General Aviation In the New Zealand civil aviation system, the generic term “general aviation” can include commercial operations. In such cases the more stringent provisions of Annex 6, Part III, Section II are applied.

Chapter 1

1.1.5* Not implemented.

Chapter 2

2.6.2 CAR 91.405 — IFR alternate aerodrome requirement:

a) Each pilot-in-command of an aircraft operating under IFR shall make provision for at least one alternate aerodrome unless:

1) the aerodrome of intended landing has a standard instrument approach procedure prescribed under Part 97; and

2) for at least 1 hour before and 1 hour after the estimated time of arrival at the aerodrome of intended landing, the weather reports or weather forecasts or any combination of the two indicate at the time of submitting the flight plan that:

i) the ceiling at the aerodrome will be at least 1 000 ft (305 m) above the minima prescribed under Part 97 for the instrument procedure likely to be used; and

ii) visibility will be at least 5 km.

b) A pilot-in-command of an aircraft required to make provision for an alternate aerodrome under paragraph a) shall not list any aerodrome as an alternate on the IFR flight plan unless the weather forecasts at the time of submitting the flight plan indicate that, at the estimated time of arrival at the alternate aerodrome, the ceiling and visibility at that aerodrome will be at or above the following weather minima:

1) if an instrument approach procedure with alternate minima has been prescribed under Part 97 for the aerodrome, the specified alternate aerodrome minima for that instrument approach procedure; or

2) if an instrument approach procedure without alternate minima has been prescribed under Part 97, the following minima:

i) for a precision approach procedure, ceiling of 600 ft (183 m) and visibility of 3 000 m; and

*Recommended Practice
ii) for a non-precision approach procedure, ceiling of 800 ft (244 m) or 200 ft (61 m) above MDA, whichever is the higher, and visibility of 4 000 m or 1 500 m more than the prescribed minima, whichever is the greater; and

3) if no instrument approach procedure has been prescribed under Part 97 for the alternate aerodrome, the ceiling and visibility minima prescribed in Subpart D for VFR operation for descent below the minimum altitude for IFR flight prescribed under 91.423.

c) A pilot-in-command of an aircraft required to make provision for an alternate aerodrome under paragraph a) shall not list any aerodrome as an alternate aerodrome in the IFR flight plan unless that alternate aerodrome is equipped with a secondary electric power supply for:

1) the electronic navigation aids to be used; and

2) for night operations, the aerodrome night lighting.

(Until Part 97 comes into force, instrument approach procedures are prescribed under Part 19).

2.6.3.1 Not implemented.

2.6.3.2

2.6.4 Take-off under VFR in an aircraft that has snow, ice, or frost, adhering to the wings, stabilisers or control surfaces is prohibited.

A pilot-in-command operating an aircraft under IFR shall not fly an aircraft into known or forecast icing conditions unless the aircraft is certificated with ice protection equipment for flight in the type of known icing conditions.

2.7.1 CAR 91.405 — IFR alternate aerodrome requirements:

a) Unless the aerodrome of intended landing has a standard instrument approach procedure and for at least 1 hour before and 1 hour after the estimated time of arrival at the aerodrome of intended landing, the weather reports or weather forecasts or any combination of the two indicate at the time of submitting the flight plan that:

i) the ceiling at the aerodrome will be at least 1 000 ft (305 m) above the minima prescribed under Part 97 for the instrument procedure likely to be used;

ii) visibility will be at least 5 km.

2.7.3* Not implemented.

2.8.2 CAR 91.305 — Fuel requirements for flights under VFR:

b) A pilot-in-command of a helicopter shall not begin a flight under VFR unless, in the forecast weather conditions, the helicopter has enough fuel to fly to the first point of intended landing at the planned cruising speed, and to fly:

1) after that for at least 20 minutes; or

2) for flights of less than 20 minutes duration, after that for a period equal to the anticipated flight time.

*Recommended Practice
2.8.3.1 CAR 91.403 — Fuel requirements for flights under IFR:

1) When an alternate aerodrome is not required:

   — 30 minutes at holding speed at a height of 1 500 ft (457 m) above that aerodrome for
turbine-powered aeroplanes and helicopters.

2.8.3.2 When an alternate aerodrome is required, fly from the aerodrome of intended landing to the alternate
aerodrome and for turbine-powered helicopters, fly after that for 30 minutes at holding speed at a height
of 1 500 ft (457 m) above the aerodrome.

2.8.3.3 Not implemented.

2.12*
2.13*
2.17
2.18*
2.19

Chapter 3

3.1 c) Not implemented.
3.3
3.4*

Chapter 4

4.1.3.1 a) CAR 91.523 — Emergency equipment a) 1) for aircraft with 10 passenger seats or more.
4.1.3.1 b) CAR 91.523 — Emergency equipment a) 2) for aircraft with 10 passenger seats or more.
4.1.3.1 d) 3) Not implemented.
4.1.3.1 d) 4) e)
4.1.3.2* Not implemented.
4.1.3.3* CAR 91.505 — Seating and restraints: a) 4) for aircraft with 10 passenger seats or more and for aircraft
when low flying.
4.1.4 Not implemented.
4.2.2* Refer to 4.6.
4.3.1 Not implemented.
4.3.2.1 c) 4.3.2.3 4.3.2.6* 4.3.2.7* 4.3.2.8*

*Recommended Practice

30/9/02
4.6 Implemented except for j) a rate-of-climb and descent indicator.

4.7.1 Implemented except for c) landing light and e) lights in all passenger compartments.

4.7.2* Not implemented.

4.8

4.9 Flight recorders not required for Part 91 operations.

4.10.1 Not implemented.

4.12*  

Chapter 6

6.1 CAR 91.603 — General maintenance requirements. Except that in the NZCAR, the onus is put on the “operator”.

New Zealand Civil Aviation rules define “operator” in relation to an aircraft, as the person flying or using the aircraft, or causing or permitting the aircraft to be flown, be used, or be in any place, whether or not the person is present with the aircraft.

6.1.2 The issue of Aviation Documents (Airworthiness Certificate) is a statutory function of the Director of Civil Aviation.

6.2.2 CAR 91.631 — Retention of records provides for periods of 2 years or 6 months.

6.2.3 In the context of the New Zealand Civil Aviation Rules, the “lessee”, like the “owner,” is the operator.

Chapter 7

7.1 Not implemented.

APPENDIX Operations manual content requirements do not include all the elements indicated in the Appendix.

*Recommended Practice
SECTION II

Chapter 2

2.2.3.2 Rotors are allowed to be kept running while the pilot leaves the aircraft for the purpose of loading and off-loading, etc.

2.2.11 No requirement for ditching certification if the helicopter is properly equipped for emergency landing on water.

2.3.4.3* Off-shore alternate may be used to allow payload enhancement.

2.3.6.2 Fuel reserves are not required to include the additional 10 per cent.

2.3.6.3.2 The Norwegian regulations do not specify the altitude for calculating the holding fuel.

2.6 Flight operations officers are not provided for in the Norwegian Regulations.

Chapter 3

3.1 Multi-engine helicopters are not subdivided into performance classes.

3.1.2 The restrictions of paragraph 3.1.2 are only applied to normal passenger-carrying operations.

Chapter 4

4.1.2 A MEL is only required for multi-engine helicopters.

4.3.3 Flight data recorders are not required.

4.3.5 Main rotor speed is not required to be recorded.

4.3.6 Main rotor speed is not required to be recorded.

4.4.1 The pressure altimeter is not required to be of a sensitive type.

4.4.2 There is no Norwegian requirement to carry IFR equipment for controlled VFR flights.

4.5.1 a) Norwegian regulations have no specific time limit.

Chapter 5

5.2.1 b) There is no Norwegian requirement for helicopter operations related to RNP.

*Recommended Practice
SECTION II

Chapter 1

1.1.3  CAR 93 vests this power with ATC rather than the pilot-in-command.

1.1.6  Papua New Guinea legislation does not call up such a requirement.

Chapter 2

2.1.3  Papua New Guinea legislation does not call up such a requirement.

2.2.4  Addressed in company operations manuals. No legislation exists.

2.2.7  Papua New Guinea legislation does not permit an operator to establish heliport minima which may differ from those established by CAA pursuant to CAR 260.

2.2.7.4*  Papua New Guinea legislation does not call up such a requirement.

2.2.8.2  No period of retention is specified

2.2.11  While some helicopters are required to be fitted with approved flotation equipment, ditching certification, per se, is not required nor is it considered necessary.

2.3.4.2  Papua New Guinea legislation does not address off-shore heliports or alternates.

2.3.4.3*  

2.3.5.4  Papua New Guinea legislation does not call up such a requirement nor is there a need for such, at least for domestic operations.

2.3.6.3  Papua New Guinea legislation does not provide this option — pertinent for long-range off-shore operations to isolated islands/helidecks.

2.3.7*  Relevant Papua New Guinea legislation (CAO 20.9) does not specifically address helicopter operations. As in 2.3.6.3.3, such requirement may be relevant when engine shut-down on an off-shore helideck is not possible or desirable.

2.4.3  Papua New Guinea legislation does not call up such a requirement.

2.4.4.3  CAR 254 only requires one pilot to have seat belt fastened.

2.4.7  This is not addressed in Papua New Guinea legislation.

2.4.9*  Papua New Guinea legislation does not call up such a requirement. Such NAP as are prescribed in AIP have been developed by the regulatory authority rather than operators.

*Recommended Practice
Chapter 3

3.1.1 Papua New Guinea does not prescribe a detailed performance code for helicopters comparable to the aeroplane performance code (CAO 20.7 series)

3.1.2

3.1.3*

3.1.4

3.1.5*

3.2.1

3.2.2

3.2.7.1.1

3.2.7.1.2

3.2.7.1.3

3.2.7.2.1

3.2.7.2.2

3.2.7.3.1

3.2.7.3.2

3.2.7.3.3

3.3.1

3.3.2

Chapter 4

4.2.4.1 Papua New Guinea legislation does not call up such a requirement.

4.2.4.2 See 4.2.4.1 above.

4.3.1.2 Papua New Guinea legislation does not call up a specific type of FDR.

4.3.1.5 Papua New Guinea legislation does not call up such a requirement.

4.3.1.5.1

4.3.1.6* Papua New Guinea legislation does not call up such a requirement.

4.3.5.2 CAO 20.18 only requires CVR for aircraft over 5 700 kg.

4.3.7.2* CAO 20.18 only requires 30 minutes.

4.4.2 Papua New Guinea legislation does not address this category of operation and hence does not require VFR helicopters to be fitted with IFR equipment.

4.5.2.6* Papua New Guinea legislation does not call up such a requirement.

4.5.2.7*

4.5.2.8*

4.11.2*

4.13 Papua New Guinea does not issue helicopter (or aeroplane) noise certificates, hence this Standard is not pertinent for domestic operations.

*Recommended Practice

30/9/02
Chapter 5

5.2.2 Papua New Guinea legislation does not call up such a requirement, although CAO 20.8 addresses this issue to some extent.

Chapter 6

6.2.4 Papua New Guinea legislation does not call up such a requirement.
6.4
6.6

Chapter 7

7.4.2 Papua New Guinea legislation does not call up such a requirement, only for the pilot-in-command.

Chapter 9

9.5 Papua New Guinea legislation does not call up such a requirement.

SECTION III

Chapter 2

2.7.2 Papua New Guinea legislation does not address off-shore heliports and alternates.
2.7.3* Papua New Guinea legislation does not provide for this option — pertinent for long range off-shore operations to remote islands/helidecks.
2.13* Papua New Guinea legislation does not call up such a requirement.
2.15.3 CAR 254 only requires one pilot to have seat belt fastened.
2.18.2* Such a requirement is not called up in CAO 20.9.

Chapter 3

3.3 Papua New Guinea does not prescribe a detailed performance code for helicopters.
3.4*

Chapter 4

4.1.3.3* CAR 254 only requires a seat belt on safety harness.
4.1.4.1 Papua New Guinea legislation does not call up such a requirement.
4.1.4.2

*Recommended Practice
4.2.2* Papua New Guinea legislation does not address this category of operation and hence does not require VFR helicopters to be fitted with IFR equipment.

4.3.2.6* Papua New Guinea legislation does not call up such a requirement.

4.3.2.7*

4.3.2.8*

4.7.2*

4.8 Papua New Guinea does not issue helicopter (or aeroplane) noise certificates, hence this Standard is not pertinent to domestic operations.

4.9.1.2 Papua New Guinea does not call up a specific type of FDR.

4.9.1.5 Papua New Guinea legislation does not call up such a requirement.

4.9.1.5.1

4.9.1.6*

4.9.5.2* CAO 20.8 only requires CVR for aircraft above 5 700 kg.

4.9.6.2* CAO 20.18 only requires 30 minutes.

Chapter 5

5.1.2 Papua New Guinea legislation does not call up such a requirement, although CAO 20.8 addresses the issue to some extent.

5.2.2 See 5.1.2 above.

5.2.3 Papua New Guinea legislation does not call up such a requirement.

*Recommended Practice

30/9/02
SECTION II

Chapter 4

4.3.2 An FDR shall retain data for five hours.

4.3.3.1 The obligation for carrying an FDR for a helicopter begins with those having an individual Certificate of Airworthiness issued on or after 1 August 1999.

4.3.5.1 The obligation for carrying a CVR for a helicopter begins with those having an individual Certificate of Airworthiness issued on or after 1 August 1999.

4.10.1 f) Only one attitude indicator is required for IFR or night operations.

4.10.1 k) No requirements for a stabilization system for certain helicopters.
SECTION I

Chapter 1

Definitions  

Night. The hours between sunset and sunrise.

SECTION III

Chapter 4

4.10.7* All helicopters registered in the Aircraft Registry of the Slovak Republic on the flights out of CTR shall carry an automatic ELT.

*Recommended Practice
SECTION II

Chapter 2

2.1.2  Not implemented.
2.1.3

2.2.4  The Civil Aviation Regulation Article 91.07.26 requires the operator to ensure that no emergency or abnormal situations are simulated when passengers are being carried. The requirement for cargo flight is not implemented.

2.2.6.4*  Not implemented.
2.3.4.2
2.3.4.3*
2.6

Chapter 3

3.1.3*  Not implemented.
3.2.1
3.2.2

Chapter 4

4.11.2*  Not implemented.
4.16

Chapter 8

8.1  Not implemented.

SECTION III

Chapter 1

1.1  Not implemented.

Chapter 2

2.6.4  Not implemented.

Chapter 3

3.4*  Not implemented.

*Recommended Practice
Chapter 4

4.3.2.6* Not implemented.
4.3.2.7*
4.3.2.8*
4.9.1.6*
4.9.5.2*

*Recommended Practice

30/9/02
SECTION II

Chapter 2

2.2.3.2 Rotors are allowed to be kept running while pilot leaves the helicopter for the purpose of loading and unloading.

2.2.11 Not implemented. Helicopter flights over water only required for emergency flotation system. Will comply when helicopters and equipment are certificated for ditching.

2.3.4.2 No such operations in Swedish waters. Will comply with JAR-OPS 3 in 2002.

2.3.6.2 No additional fuel in per cent. Reserve of 20 minutes. Will comply with JAR-OPS 3 in 2002.

2.3.8 Normal helicopter operations at altitude under 10 000 ft (3 048 m). Will comply with JAR-OPS 3 in 2002.

2.3.8.2 No use for helicopter with pressurized system.

2.4.5 Normal helicopter operations at altitude under 10 000 ft (3 048 m). Will comply with JAR-OPS 3 in 2002.

2.4.6* No use for emergency descent procedure.

2.6.1 Not applicable.

2.6.2

Chapter 3


3.1.2

3.1.3*

3.1.4

3.1.5*

3.2.7.1.2 Take-off. Exposure time. Will exist until 31 December 2009.

3.2.7.3.2 Approach. Exposure time. Will exist until 31 December 2009.

Chapter 4

4.1.2 Only for multi-engines. Will comply with JAR-OPS 3 in 2002.

4.2.4 Will comply with JAR-OPS 3 in 2002.

4.2.4.2 Will comply with JAR-OPS 3 in 2002.


4.5.2.5 No requirements. Will comply with JAR-OPS 3 in 2002.

*Recommended Practice
4.5.2.7* Not required in Sweden.

4.8.1 to 4.8.4* Normal helicopter operations under 10 000 ft (3 048 m) in Sweden. Will comply with JAR-OPS 3 in 2002.

4.11 Sweden requires only one altimeter for VFR night. Will comply with JAR-OPS 3 in 2002.

4.12* Required for helicopters with seating configuration of more than nine.

Chapter 6

6.2.4 Will comply with JAR-OPS 3 in 2002.

SECTION III

Chapter 2

2.6.2.2 Not authorized in Sweden.

2.7.2 No use for off-shore alternate.

2.7.3* Normal helicopter operations at altitudes under 10 000 ft (3 048 m).

2.9.1 No use for helicopter with pressurized system.

2.10 Normal helicopter operations at altitude under 10 000 ft (3 048 m).

2.17 Rotors are allowed to be kept running while pilot leaves the helicopter for the purpose of loading and unloading. Difference will exist until 2004.

2.19 Only emergency flotation system. Will comply when certified helicopters and equipment exists.

Chapter 3


Chapter 4

4.1.4 No requirements. Will exist until implementation of JAR-OPS/General in 2004.

4.3.1 In Sweden there are limits to the category of passenger, temperature and time (5 to 15 minutes). Will exist until implementation of JAR-OPS/General in 2004.

4.3.2.6* No requirements. Will comply with JAR-OPS/General in 2004.

*Recommended Practice

30/9/02
4.5.1 No requirements. Will exist until implementation of JAR-OPS/General in 2004.

4.5.2* 

4.9.1.1 FDR is not required. Will comply no later than 1 January 2005.

4.9.1.2 

4.9.1.5 Will comply no later than 1 January 2005.

4.9.1.5.1 

4.9.2 No requirement. Will comply no later than 1 January 2005.

4.9.3.2* No requirement. Will comply no later than 1 January 2005.

4.9.5.1 Over 7 000 kg and over 2 700 kg up to and including 7 000 kg. Will comply no later than 1 January 2005.

4.9.5.2* 

*Recommended Practice
SECTIONS I AND II

General

With regard to references to “State of the Operator” (except paragraphs 2.2.6.1 and 2.2.6.2 - Minimum Flight Altitudes), the responsibility for aeroplanes registered in the United Kingdom remains with the United Kingdom unless an agreement is reached with another State under the terms of Chapter 3.

The United Kingdom will continue to use the term “weight” unless the aeroplane is operated in accordance with JAR-OPS, when “mass” will be used.

SECTION I

Chapter 1

Definitions

Approach and landing operations using instrument approach procedures. Subpart E of JAR-OPS 3 (Helicopters) — now the sole United Kingdom code for aerodrome operating minima policy:

a) specifies a minimum RVR that is:
   1) 50 m less than the 550 m specified in the ICAO Category I definition;
   2) 50 m less than the 350 m specified in the ICAO Category II definition; and

b) does not permit CAT III A, B or C operations.

Cabin crew member. The United Kingdom continues to use the term “cabin attendant” in place of “cabin crew”.

Crew member. The United Kingdom definition is based upon the functions that crew members undertake. Although different, the United Kingdom definition is more precise than that of ICAO.

Flight crew member. The United Kingdom definition is based upon the functions that flight crew members undertake. Although different, it is more precise than the ICAO definition. Effectively, both definitions achieve the same result.

Flight time — helicopters. The United Kingdom definition differs only in minor detail, with flight time beginning when the helicopter first moves under its own power, and ending when the rotors are next stopped.

Pilot-in-command. In United Kingdom legislation, “pilot-in-command” in relation to an aircraft means a person who for the time being is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft.

SECTION II

Chapter 1

1.1.6 The United Kingdom does not explicitly require operators to establish an accident prevention and flight safety programme.

Chapter 2

2.1.2 The United Kingdom does not explicitly require operators to specify in their operations manuals this instruction on reporting without delay any inadequacy of facilities that may be observed.
2.2.3.2 The United Kingdom does not require operators to specify this prohibition (on turning rotors under power without a qualified pilot at the controls) in operations manuals.

2.2.5 The United Kingdom does not explicitly require operators to ensure that the design and utilization of checklists shall observe Human Factors principles.

2.2.7.4* The United Kingdom allows meteorology visibility to be converted to RVR. No limiting visibility is prescribed: if a reported RVR is not available, then an approach may be made if the conversion results in an RVR-equivalent value that is not less than the relevant aerodrome operating minima.

2.2.11 The United Kingdom does not require all helicopters operated over water to be certificated for ditching, but makes provision for flotation by other means.

2.3.4.2 The United Kingdom does not require operators to specify in their operations manuals these instructions on the use of suitable off-shore alternates.

2.3.4.3* The United Kingdom does not require operators to specify in their operations manuals this Recommendation on the carriage of fuel rather than payload in adverse weather conditions so as to then use an on-shore alternate.

2.4.7 The United Kingdom does not explicitly require operators to specify in their operations manuals these instructions on the duties and training associated with the employment of flight operations officers/flight dispatchers.

2.5.1 The United Kingdom prescribes duties for the pilot designated by the operator as commander of the aircraft, covering essentially the same requirements as in the ICAO text, but described in a different and more precise manner.

2.6.1 The United Kingdom does not explicitly require operators to specify in their operations manuals these instructions on the duties and training associated with the employment of flight operations officers/flight dispatchers.

Chapter 3

3.1.5* The United Kingdom does not require operators to specify in their operations manual this prohibition on operating Performance Class 3 helicopters from elevated helidecks.

Chapter 4

4.2.4.2 The United Kingdom does not prescribe any requirements relating to the use of break-in markings when applied to helicopters.

4.3.1.4* The United Kingdom does not accept the use of analogue Flight Data Recorders using FM on aircraft new or second hand first brought onto the United Kingdom register after 1 July 1981.

4.3.1.4.1 The United Kingdom does not prohibit this type of equipment.

4.3.1.5 The United Kingdom has not promulgated any requirements for compliance with these Standards (which apply from 1 January 2005) on recording digital communications.

*Recommended Practice

30/9/02
4.3.1.5.1 The United Kingdom has not promulgated any requirements for compliance with these Standards (which apply from 1 January 2005) on recording digital communications.

4.3.1.7 Not all of the parameters listed are required by the United Kingdom CAA.

4.3.1.7.1
4.3.1.7.2
4.3.1.7.3
4.3.1.7.4
4.3.1.7.5
4.3.4.1

4.3.7.2* The United Kingdom currently requires that the last 30 minutes of operation be retained.

4.3.7.3

4.7.5 The United Kingdom does not require carriage of automatically activated Emergency Locator Transmitters in public transport helicopters operated over designated land areas.

4.7.6

4.7.7* The United Kingdom does not require carriage of automatically activated Emergency Locator Transmitters in all public transport helicopters.

4.10.1 i) The United Kingdom does not require public transport helicopters of maximum total weight not exceeding 5 700 kg to provide a means of indicating outside air temperature.

4.15

4.16 The United Kingdom proscribes the use of hand-held microphones below Flight Level 150 in controlled airspace.

Chapter 6

6.2.4 The United Kingdom does not require operators to observe Human Factors principles in the design and application of the maintenance manual.

6.3 The United Kingdom does not require maintenance organizations to ensure maintenance personnel receive training in knowledge and skills related to human performance.

Chapter 8

8.1 The United Kingdom does not explicitly require operators to specify in their operations manuals these instructions on the duties and training associated with the employment of flight operations officers/flight dispatchers.

8.2*
8.3*
8.4*

*Recommended Practice
SECTION III

Chapter 2

2.6.2.2 The commander of the aircraft must be satisfied before flight that the flight can be safely made, taking into account the weather reports and forecasts and any alternative course of action in case the flight cannot be completed as planned.

2.6.3.1 The requirement to discontinue flight towards the destination is not mandated.

2.7.1 The requirement to specify an alternate aerodrome in IFR flight plan is not mandated.

2.7.2 The criteria for specifying off-shore alternates are not included in United Kingdom regulatory material.

2.9.1 Oxygen requirements are not mandated.

2.9.2

2.10

2.19 The requirement for helicopters on over water flights in 4.3.1 to be certificated for ditching is not mandated.

Chapter 4

4.1.1 The following are not required to be approved: maps, charts and codes; first aid equipment; timepieces; torches; whistles; sea anchors; rocket signals; equipment for mooring, anchoring and manoeuvring on water; paddles; food and water; stoves, cooking utensils, snow shovels, ice saws, sleeping bags, arctic suits; and megaphones.

4.1.3.1 a), b) The requirements for first-aid kit, fire extinguisher and seats are not mandated for all types of flight.

4.1.4.1 The method of marking break-in areas may differ.

4.3.1 The flotation equipment requirements for helicopters on over water flights (more than 10 minutes/beyond forced landing distance from land) is not mandated.

4.3.2.1 The United Kingdom relies on provision of guidance material. The United Kingdom recommendations on life jackets and rafts provide a higher level of safety.

4.3.2.2 The United Kingdom relies on provision of guidance material on carriage and use of life jackets and rafts.

4.4 Signalling and life-saving equipment is not mandated for areas where search and rescue would be especially difficult.

4.5.1 Oxygen requirements are not mandated.

4.9.1.4.1 Use of photographic film flight data recorders has not been prohibited from 1 January 2003.

4.9.1.5 The requirements for recording, correlation and duration of data link communications are not mandated for new helicopters from 1 January 2005.
4.9.1.5.1 The requirements for recording, correlation and duration of data link communications are not mandated for all helicopters from 1 January 2007.

4.9.1.5.2 The requirement to record the content and time of data link messages is not mandated.

4.9.1.7 The parameters for Type IVA flight data recorders are not specified in United Kingdom regulatory material.

4.9.4.1 The requirement for Type IVA flight data recorders in new helicopters over 3 180 kg from 1 January 2005 is not mandated.

4.9.5.1 The requirements for cockpit voice recorders for helicopters with maximum certificated take-off mass over 7 000 kg are not mandated for all C of A categories.

4.9.6.3 The requirement for the cockpit voice recorder in new helicopters from 1 January 2003 to retain the last two hours information is not mandated.

4.10.1 The ELT requirements applicable until 1 January 2005 for over water flights (as 4.3.1) are not mandated.

4.10.2 The automatic ELT/survival ELT requirements for over water flights (as 4.3.1) are not mandated for new helicopters from 1 January 2002.

4.10.3 The automatic ELT/survival ELT requirements for over water flights (as 4.3.1) are not mandated for all helicopters from 1 January 2005.

4.10.4 The ELT requirements applicable until 1 January 2005 for flights over designated land areas (as 4.4) are not mandated.

4.10.5 The automatic ELT requirements for flights over designated land areas (as 4.4) are not mandated for new helicopters from 1 January 2002.

4.10.6 The automatic ELT requirements for flights over designated land areas (as 4.4) are not mandated for all helicopters from 1 January 2005.

4.11.1 Partially implemented. The United Kingdom requires pressure-altitude reporting transponder for flight in designated airspace.

4.11.2* The recommendation that all helicopters should be equipped with a pressure-altitude reporting transponder is not implemented.

Chapter 5

5.1.1 The United Kingdom requires radio communication equipment for IFR flight in controlled and notified airspace.

5.1.4 Radio communication equipment capable of communicating on prescribed frequencies is not mandated for flights over water (4.3) and the designated land areas (4.4).

*Recommended Practice
Chapter 6

6.1.1 The operator is responsible for maintenance.

6.2.1

6.3

APPENDIX

2. The United Kingdom does not explicitly require operators to establish an accident prevention and flight safety programme.
SECTION I

General

The United States does not accept any provision of Annexes 2, 6, 10 or 11 or any other Annex as a Standard or Recommended Practice as applicable to State aircraft. In accordance with Article 3 (a) of the Convention on International Civil Aviation, the Convention and its Annexes are not applicable to State aircraft. In so far as any provisions of Annexes 2, 6, 10 or 11 address the operation or control of State aircraft, the United States considers such provisions to be in the nature of a special recommendation of the Council, advisory only, and not requiring the filing of differences under Article 38 of the Convention.

SECTION II

Chapter 1

General

Note.— There are no helicopter air carrier operations in the United States. There are, however, commercial and on demand operations.

1.1.5 The pilot-in-command is not required to have available on board the aeroplane essential information concerning search and rescue services in the area over which the helicopter will be flown.

1.1.6 The United States does not require an operator to establish and maintain an accident prevention and flight safety programme, though regulations pertaining to air carrier and commercial operator certification requires that a sufficient number of personnel be made available to ensure the highest degree of safety in its operations.

Chapter 2

2.1.3 The United States does not require heliports to be continuously available for flight operations during their published hours of operation.

2.2.2.1 Some commuter and on demand operators are not required to have an operations manual.

2.2.3.2 The United States allows a helicopter rotor to be turned under power without a qualified pilot at the controls during certain ground operations.

2.2.4 Helicopter operators are not prohibited from simulating emergency or abnormal situations when passengers or cargo are being carried.

2.2.8.1 Helicopter operators are not required to maintain fuel and oil records showing that the requirements of 2.3.6 have been met.

2.2.8.2 Helicopter operators are not required to keep fuel and oil records for three months, though there is a requirement that load manifests be retained for 30 days.

2.2.11 The United States does not require helicopters flown over water in passenger-carrying operations to be certificated for ditching. Rather, the United States requires only that the helicopter be equipped with flotation devices.

2.3.2 The United States requires that flight preparation forms must be retained for 30 days, not three months.

2.3.3.2 The United States does not require that the operations manual describe the contents and use of the operational flight plan, but does require establishing procedures for locating each flight.

2.3.4.1 b) The United States has no requirement that a point of no return (PNR) be determined.
2.3.4.3* The United States has no provision for the use of on-shore versus off-shore alternate heliports.

2.3.6.2 b) Fuel reserves for VFR helicopter operations is 20 minutes at normal cruise speed beyond the first point of intended landing.

2.3.6.3.1 The United States does not require IFR helicopter operations to maintain a specific altitude above a destination.

2.3.6.3.2 Fuel reserves for IFR helicopter operations is 30 minutes at normal cruise speed beyond the alternate heliport.

2.3.6.3.3 The United States has no provisions addressing when a suitable alternate is unavailable. If the destination weather so requires, an alternate must be specified and a 30-minute fuel reserve must be carried.

2.3.6.4 d) and e) The operations manual does not include procedures for loss of pressurization and other contingencies.

2.3.7* The United States does not prohibit refuelling with passengers on board while the engine is operating.

2.3.8 The United States does not require oxygen at all times for passengers experiencing cabin pressure altitudes above 13 000 ft (620 hPa). Oxygen for all passengers is not required until 15 000 ft (4 572 m).

2.4.4.4 The United States does not require all occupants of seats equipped with combined safety belts and shoulder harnesses to be properly secured during take-off and landing and still be able to properly perform their assigned duties. There is no provision in the United States regulations that permit flight crew members to unfasten a shoulder strap if it interferes with the performance of their duties.

2.6 A flight dispatcher is not required for helicopter operations.

Chapter 3

3.1.1 to 3.1.2 The United States does not specify or restrict helicopter operations based on performance class or category (see definition of Performance Class in Annex 6, Part III, Section I).

3.1.3* 3.1.4 3.1.5* 3.2.1 3.2.7

3.2.7 a), c) and d) The United States does not require the helicopter weight limitations found in 3.2.7 a), c) and d).

Chapter 4

4.1.3 Helicopter operators are not required to provide their operations staff and flight crew with an aircraft operating manual.

4.2.2 a) First-aid equipment is not required on helicopters.

4.2.2 b) The United States has no provision that fire extinguishers, when discharged, will not cause dangerous contamination of the air within the helicopter.

*Recommended Practice
4.2.2 c) 3) The United States has no provision for a safety harness device to prevent interference with flight controls should a pilot become incapacitated.

4.2.3 The United States does not require helicopters to carry operations manuals on board the helicopter. However, current helicopter flight manuals must be available in the helicopter.

4.3 One or more flight recorders are not required on multi-engine, turbine-powered helicopters with a passenger seating configuration of twenty or more seats. Multi-engine, turbine-powered helicopters brought onto the United States register after 1 October 1991, having a passenger seating configuration of ten to nineteen seats, must have one or more flight recorders.

4.3.1 Flight data recorders are not required for all aircraft that meet this weight criterion. Only helicopters with ten to nineteen seats that are brought onto the United States register after 11 October 1991 must be equipped with the flight data recorder specified in 4.3.3.1.

4.3.2 In the United States, the effective data for the FDR/CVR rule is 11 October 1991, and the requirement is based on the number of pilots and/or the number of passenger seats, not weight. The United States does not require main rotor speed to be recorded on the CVR if no FDR is installed.

4.3.3 The United States requires cockpit voice recorders in all multi-engine, turbine-powered rotorcraft with a passenger seating configuration of twenty or more seats, and in all multi-engine, turbine-powered rotorcraft with a passenger seating configuration of six or more and for which two pilots are required by certification of operating rules.

4.4.2 The United States does not require helicopters on VFR flights, when operated as controlled flights, to be equipped in accordance with the requirements for helicopters operated under instrument flight rules.

4.5.1 Helicopters flown over water in passenger-carrying operations are not required to be certificated for ditching, but only to be equipped with flotation devices.

4.5.2 b) and c) Life-saving rafts and pyrotechnic signalling devices are only required for extended over-water operations; that is, with respect to helicopters, an operation over water at a horizontal distance of more than 50 NM from the nearest shoreline and more than 50 NM from an off-shore heliport structure.

4.5.3 The United States does not specify or restrict helicopter operations based on performance class or category. (See definition of Performance Class in Annex 6, Part III, Section I).

4.5.4 The United States does not require that at least 50 per cent of the life rafts should be deployable by remote control.

4.5.7 The United States does not require that rafts which are not deployable by remote control be equipped with some means of mechanically assisted deployment.

4.5.8 The United States does not require helicopters, for which the individual certificate of airworthiness was first issued before 1 January 1991, to comply with the provisions of 4.5.2.6 and 4.5.2.7 no later than 31 December 1992.

4.6 Helicopters operated over land areas designated as areas in which search and rescue would be especially difficult are not required to be equipped with signalling devices or life-saving equipment. The United States does not designate areas in which search and rescue would be especially difficult and therefore does not require such additional equipment.

*Recommended Practice*
5.2.1 The United States does not require a helicopter to be provided with navigation equipment in accordance with RNP types for navigation within the United States. However, the United States does provide information and Operations Specifications for IFR operating requirements when United States operators and aircraft conduct operations in the European Airspace Designated for Basic Area Navigation (RNP-5 and 10).

Chapter 6

6.1 All United States helicopters used in commercial air transport are certified as commuter or on demand operations. Maintenance on United States commuter and on demand helicopters may be performed by either an approved maintenance organization, a certified mechanic, or by persons under the supervision of a certified mechanic.

6.3 The United States does not require an operator’s maintenance training programme to include training in knowledge and skills related to human performance.

6.8.2 The United States requires that records of work must be retained until the work is repeated, superseded by other work, or for one year after the work is performed.

Chapter 7

7.1.2 Flight crew members are not required to have a separate license to operate the radio.

7.4.1 The United States recency of experience requirements for pilots do not specify that the experience be in the same type of helicopter as will be used in a particular operation.

7.4.3.2 Helicopters pilots are not required to demonstrate to the operator an adequate knowledge of the specific areas described in 7.4.3.2

*Recommended Practice
7.4.3.3 The United States does not have a requirement that a pilot-in-command for non-scheduled commercial helicopter operations make an actual approach into each heliport of landing on a route while accompanied by a pilot qualified for the heliport.

7.4.4 The United States does not require the second-in-command pilot to demonstrate proficiency twice during a period of one year to either a check pilot of the operator or to a representative of the State of the Operator.

7.5 The United States practice is to require a spare set of correcting lenses only when a flight crew member’s defective visual acuity necessitates a limitation on the pilot’s medical certificate.

Chapter 8

8.1 The FAA does not require helicopter operators to employ a licensed flight operations officer/flight dispatcher for helicopter operations.

8.2* The FAA has no specific knowledge requirements for a flight operations officer/flight dispatcher used by a helicopter operator.

8.3* The FAA has no specific requirements concerning familiarization with all features of an operation for a flight operations officer/flight dispatcher used by a helicopter operator.

8.4* The FAA has no requirements for the assignment of a flight operations officer/flight dispatcher after 12 consecutive months of absence from such duties.

Chapter 9

9.4.1* The load manifest (the United States equivalent to the journey logbook) does not contain items for time of departure and arrival, nature of flight, incidents, or signature of person in charge.

9.4.2* Entries in the load manifest (the United States equivalent of the journey logbook) are not required to be made in ink or indelible pencil.

9.4.3* The United States requires that load manifest (the United States equivalent of the journey logbook) be held for 30 days, not six months.

9.5 The United States does not require that an operator keep a list of the emergency and survival equipment carried on board any of their helicopters engaged in international air navigation.

Chapter 11

11.1 A checklist containing procedures to be followed in searching for a suspected bomb is not required to be aboard the aircraft. The United States requires that crew members be trained in dealing with explosives that may be on board an aircraft, but this does not necessarily include training on how to search for an explosive.

11.2.1 The United States does not require an operator to establish and maintain a training programme that enables crew members to act in the most appropriate manner to minimize the consequences of acts of unlawful interference.

*Recommended Practice
11.3 The pilot-in-command is not required to submit, without delay, a report of an act of unlawful interference to the designated local authority.

SECTION III
Chapter 1

1.1.5* The pilot-in-command is not required to have available on board the helicopter essential information concerning search and rescue services.

Chapter 2

2.3.1 The pilot-in-command is not required to ensure that crew members and passengers are made familiar, by means of oral briefing or other means, with the location and use of emergency exits, life jackets, oxygen dispensing equipment or other emergency equipment provided for individual use.

2.3.2 The pilot-in-command is not required to 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.

2.4 e) The pilot-in-command is not specifically required, prior to commencing a flight, to be satisfied that any load carried is safely secured.

2.6.2.1 A destination alternate heliport is not required when the weather at the heliport of intended landing is forecast to have a ceiling of at least 2 000 ft (6 096 m) and a visibility of at least three miles (5 km). In the United States, standard alternate heliport minima are prescribed as 600 ft (183 m) ceiling and two miles (3 km) visibility for precision approaches and as 800 ft (244 m) ceiling and two miles (3 km) visibility for non-precision approaches.

2.6.2.2 The United States allows for meteorological conditions at the estimated time of arrival and for one hour before and after the estimated time of arrival, not two hours.

2.6.2.2 a) The United States allows for a ceiling of 200 ft (61 m) above the minimum for the approach to be flown, not 400 ft (122 m).

2.7.2 The United States has no provision for one-engine inoperative performance capability.

2.7.3* The United States has no provision that off-shore alternates should not be used when it is possible to carry enough fuel to have an on-shore alternate.

2.8.2 b) Fuel reserves for VFR operations are 20 minutes at normal cruise speed.

2.8.3.1 a) The United States does not require that a specific altitude above the alternate be maintained.

2.8.3.2 b) The United States does not permit filing of an IFR flight where a suitable alternate is not available. If the destination weather so requires, an alternate must be specified and a thirty-minutes fuel reserve carried.

2.8.4 d) The United States does not require that the procedures for loss of pressurization, where applicable, or failure of one power-unit while en route, be part of the required fuel and oil computations.

*Recommended Practice
Oxygen supply requirement applies to crew members at altitudes between 12 500 ft (3 810 m) and 14 000 ft (4 267 m). For passengers, the requirement applies above 15 000 ft (4 572 m).

The United States does not require that a flight to be operated with a pressurized helicopter carry a sufficient quantity of stored breathing oxygen 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.

The United States requirement for use of breathing oxygen by flight crew members applies only to altitudes above 14 000 ft (4 267 m).

During an emergency, the pilot-in-command is not required to ensure that all persons on board the aircraft are instructed in emergency procedures.

The pilot-in-command is not specifically required to discontinue a flight beyond the nearest suitable aerodrome when flight crew members’s capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness, and lack of oxygen.

The United States does not require that helicopter rotor not be turned under power without a qualified pilot at the controls.

The United States has no provisions regarding aircraft refuelling while passengers are on board or are embarking or disembarking.

The United States has no provisions for ensuring two-way communications when refuelling while passengers are on board or are embarking or disembarking.

The United States does not require all helicopters on flight over water to be certificated for ditching.

The United States has no equivalent to mass/noise operating limitations.

The United States does not specify or restrict helicopter operations based on performance class or category (see definition of Performance Class in Annex 6, Part III, Section I).

The United States does not require helicopters to be equipped with:

a) a first-aid kit or portable fire extinguishers;

b) seat or berth for each person;

c) current and suitable air navigation charts; or

d) spare electrical fuses for VFR day operations.

The United States does not require helicopters to be equipped with ground-air signal codes for search and rescue purposes.

*Recommended Practice
4.1.3.3* The United States requires only helicopters manufactured after 16 September 1992 to be equipped with a safety belt and shoulder harness for each occupant’s seat.

4.2.1 b) An accurate timepiece is not required for VFR flights.

4.2.2* The United States does not require helicopters on VFR flights, when operated as controlled flights, to be equipped in accordance with the requirements for helicopters operated under instrument flight rules.

4.3.1 The United States has no provisions for a helicopter to have a permanent or rapidly deployable means of flotation to ensure safe ditching when operating on flights over water.

4.3.2.1 The United States does not specify helicopter equipment based on performance class or category (see definition of Performance Class in Annex 6, Part III, Section I).

4.3.2.1 b) Life-saving rafts are not required on helicopters operating on flights over water.

4.3.2.5 The United States does not require that each life jacket and equivalent individual flotation device, when carried in accordance with 4.3, be equipped with a means of electric illumination for the purpose of facilitating the location of persons.

4.3.2.6* Life-saving rafts are not required on helicopters operating on flights over water.

4.3.2.7*

4.3.2.8*

4.4 Helicopters operated over land areas designated as areas in which search and rescue would be especially difficult are not required to be equipped with signalling devices or life-saving equipment. The United States does not designate areas in which search and rescue would be especially difficult and therefore does not require such additional equipment.

4.6 f) Only one attitude indicator (artificial horizon) is required for helicopters operated in accordance with the instrument flight rules or when the helicopter cannot be maintained in a desired attitude without reference to one or more flight instruments.

4.7.1 c) Landing lights are required for night operations only if the helicopter is operated for hire.

4.7.1 f) Flashlights (electric torches) are not required for night operations.

4.7.2* Landing lights that are at least trainable in the vertical plane are not required for night operations.

4.9.3.1 The United States does not base requirements for flight data recorders on aircraft weight, but on passenger and engine configuration.

4.9.9 The United States does not have a specific regulation to require operational checks and evaluations of recordings from the flight data recorder and cockpit voice recorder to ensure continued serviceability of the recorders. However, the United States does require this maintenance function to be carried out as part of the instruction for continued airworthiness.

*Recommended Practice
4.10.1 to 4.10.8 The United States does not require emergency locator transmitters for helicopters.

4.11.2* Depending on the airspace, the United States exempts general aviation aircraft concerning transponder equipage.

4.12* The United States does not require crew members on flight deck duty to communicate through boom or throat microphones below the transition level/attitude.

Chapter 5

5.1.1 Except when operating under controlled flight, helicopters are not required to have radio communications equipment for night operations.

5.1.2 The United States does not require that the radio communications equipment specified in 5.1.1 be independent of the other or others to the extent that failure in any one will not result in failure of any other.

5.1.4 Except when operating under controlled flight, helicopters on extended flights over water or on flights over underdeveloped land are not required to have radio communications equipment.

5.2 The United States has no minimum navigation equipment requirement for VFR operations.

5.2.1 c) The United States has no provision that visual landmarks used in VFR be located at least every 60 NM (110 km).

Chapter 6

6.2.2 The United States requires that records of work must be retained until the work is repeated, superseded by other work, or for one year after the work is performed.

*Recommended Practice