27/9/02

Transmittal Note

SUPPLEMENT TO

ANNEX 6 — OPERATION OF AIRCRAFT

(PART I — INTERNATIONAL COMMERCIAL AIR TRANSPORT — AEROPLANES)

(Eighth Edition)

1. The attached Supplement supersedes all previous Supplements to Annex 6, Part I, and includes differences notified by Contracting States up to 27 September 2002 with respect to all amendments up to and including Amendment 26.

2. This Supplement should be inserted at the end of Annex 6, Part I (Eighth 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 I — International Commercial Air Transport — Aeroplanes)

(Eighth Edition)

Differences between the national regulations and practices of Contracting States and the corresponding International Standards and Recommended Practices contained in Annex 6, Part I, 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.

SEPTEMBER 2002

INTERNATIONAL CIVIL AVIATION ORGANIZATION

RECORD OF AMENDMENTS

No.	*Date*	*Entered by*

No.	*Date*	*Entered by*

AMENDMENTS TO ANNEX 6, PART I, ADOPTED OR APPROVED BY THE COUNCIL SUBSEQUENT TO THE EIGHTH EDITION ISSUED JULY 2001

No.	*Date of adoption or approval*	*Date applicable*

No.	*Date of adoption or approval*	*Date applicable*

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 I (Eighth Edition), up to and including Amendment 26, 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.

State	*Date of notification*	*Pages in Supplement*	*Date of publication*
Argentina	19/10/01	1	27/9/02
Australia	16/8/02	5	27/9/02
Austria	6/9/01	1	27/9/02
Bolivia	30/7/01	2	27/9/02
Bulgaria	6/9/01	1	27/9/02
China	28/8/01	2	27/9/02
Colombia	12/2/02	1	27/9/02
Costa Rica	22/10/01	1	27/9/02
Czech Republic	31/7/01	2	27/9/02
Denmark	24/9/01	2	27/9/02
Fiji	14/6/01	1	27/9/02
Finland	28/9/01	2	27/9/02
France	22/10/01	2	27/9/02
Georgia	16/11/01	2	27/9/02
Greece	5/2/02	2	27/9/02
India	25/10/01	1	27/9/02
Lithuania	24/10/01	1	27/9/02
Maldives	28/8/01	1	27/9/02
New Zealand	4/9/01	7	27/9/02
Norway	17/10/01	1	27/9/02
Pakistan	26/9/01	1	27/9/02
Papua New Guinea	15/1/02	3	27/9/02
Qatar	8/9/01	1	27/9/02
Republic of Korea	29/11/01	1	27/9/02
Romania	15/10/01	2	27/9/02
Slovakia	26/9/01	1	27/9/02
South Africa	13/11/01	1	27/9/02
Sweden	21/9/01	2	27/9/02
Thailand	3/9/01	1	27/9/02
Turkmenistan	3/4/02	1	27/9/02
United Kingdom	30/10/01	4	27/9/02
United States	7/9/01	7	27/9/02
Uruguay	20/11/01	1	27/9/02

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

State	Date of notification	State	Date of notification
Bahrain	21/7/01	Jordan	13/6/01
Barbados	1/6/01	Netherlands	29/6/01
Burundi	13/8/01	Portugal	12/10/01
China (Hong Kong SAR)	28/9/01	Republic of Moldova	24/9/01
Egypt	6/4/01	Singapore	21/11/01
El Salvador	9/7/01	The former Yugoslav Republic of Macedonia	29/6/01
Eritrea	11/5/01	United Arab Emirates	19/8/01
Germany	17/9/01	United Republic of Tanzania	31/5/01
Ghana	30/8/01		

3. Contracting States from which no information has been received

Afghanistan
Albania
Algeria
Andorra
Angola
Antigua and Barbuda
Armenia
Azerbaijan
Bahamas
Bangladesh
Belarus
Belgium
Belize
Benin
Bhutan
Bosnia and Herzegovina
Botswana
Brazil
Brunei Darussalam
Burkina Faso
Cambodia
Cameroon
Canada
Cape Verde
Central African Republic
Chad
Chile
Comoros
Congo
Cook Islands
Côte d'Ivoire
Croatia
Cuba
Cyprus
Democratic People's Republic of Korea
Democratic Republic of the Congo
Djibouti
Dominican Republic
Ecuador
Equatorial Guinea
Estonia
Ethiopia
Gabon
Gambia
Grenada
Guatemala
Guinea
Guinea-Bissau
Guyana
Haiti
Honduras
Hungary
Iceland
Indonesia
Iran (Islamic Republic of)
Iraq
Ireland
Israel
Italy
Jamaica
Japan
Kazakhstan
Kenya
Kiribati
Kuwait
Kyrgyzstan
Lao People's Democratic Republic
Latvia
Lebanon
Lesotho
Liberia
Libyan Arab Jamahiriya
Luxembourg
Madagascar
Malawi
Malaysia
Mali
Malta
Marshall Islands
Mauritania
Mauritius
Mexico
Micronesia (Federated States of)
Monaco
Mongolia
Morocco
Mozambique
Myanmar
Namibia
Nauru
Nepal
Nicaragua
Niger
Nigeria
Oman
Palau
Panama
Paraguay
Peru
Philippines
Poland
Russian Federation

Rwanda
Saint Kitts and Nevis
Saint Lucia
Saint Vincent and the Grenadines
Samoa
San Marino
Sao Tome and Principe
Saudi Arabia
Senegal
Seychelles
Sierra Leone
Slovenia
Solomon Islands
Somalia
Spain
Sri Lanka
Sudan
Suriname
Swaziland
Switzerland
Syrian Arab Republic
Tajikistan
Togo
Tonga
Trinidad and Tobago
Tunisia
Turkey
Uganda
Ukraine
Uzbekistan
Vanuatu
Venezuela
Viet Nam
Yemen
Yugoslavia
Zambia
Zimbabwe

4. Paragraphs with respect to which differences have been notified

Paragraph	*Differences notified by*
General	United Kingdom
	United States
Chapter 1 — Definitions	Argentina
	Australia
	Austria
	China
	Denmark
	Finland
	New Zealand
	Norway
	Romania
	Slovakia
	Sweden
	United Kingdom
	United States
Chapter 2	Czech Republic
3.1.3	Bulgaria
	Papua New Guinea
3.1.5	United States
3.2	Australia
	Papua New Guinea
	United Kingdom
	United States
	Uruguay
3.2.2	France
3.2.3	France
	Sweden
3.2.4	Norway
	Sweden
4.1.2	South Africa
	United Kingdom
4.1.3	Greece
	Papua New Guinea
	Romania
	United States
	Uruguay
4.2.1.6	Maldives
4.2.2	United States
	Uruguay
4.2.2.2	Australia
	New Zealand
4.2.3.2	Denmark
	Finland
	Greece
	Norway
	Romania
	Sweden
	United States
	Uruguay
4.2.4	New Zealand
	South Africa
	United States
	Uruguay
4.2.5	Czech Republic
	Denmark
	Finland
	Greece
	Romania
	United Kingdom
4.2.6	New Zealand
4.2.6.2	Australia

Paragraph	*Differences notified by*
4.2.6.3	China
4.2.6.4	China
4.2.7	Lithuania
	New Zealand
4.2.7.1	Papua New Guinea
4.2.7.3	New Zealand
4.2.7.4	Papua New Guinea
	United Kingdom
4.2.8	Australia
	New Zealand
	United Kingdom
4.2.9	United States
4.2.9.2	Papua New Guinea
	United States
4.2.10.2	Australia
4.2.10.4	China
	Fiji
	Papua New Guinea
	Uruguay
4.3.1	New Zealand
4.3.3.1	Australia
	France
4.3.3.2	Australia
	United States
4.3.4.1.2	Australia
	United States
4.3.4.2	New Zealand
	United States
	Uruguay
4.3.5.1	Australia
4.3.5.4	Bulgaria
	Papua New Guinea
4.3.6.2	France
4.3.6.2.1	Costa Rica
	Denmark
	Finland
	Greece
	Qatar
	Sweden
	United States
4.3.6.2.2	Costa Rica
	Denmark
	Finland
	Sweden
4.3.6.3	United States
4.3.6.3.1	United States
4.3.6.3.2	United States
4.3.6.4	New Zealand
	United States
4.3.7	Georgia
4.3.7.1	Bulgaria
4.3.7.2	Australia

Paragraph	*Differences notified by*
	China
	Denmark
	Finland
	Greece
	New Zealand
	Papua New Guinea
	Romania
	Sweden
	United Kingdom
	United States
4.3.8	Georgia
	United States
4.3.8.2	Czech Republic
	Denmark
	Finland
	France
	Greece
	Romania
	Sweden
	United States
4.4.1.2	New Zealand
	South Africa
4.4.1.3	Denmark
	Finland
	Greece
	New Zealand
	Romania
4.4.2	Sweden
4.4.3	New Zealand
	Papua New Guinea
	South Africa
4.4.4.2	New Zealand
4.4.4.3	Papua New Guinea
4.4.4.4	United States
4.4.6	South Africa
4.4.7	Australia
	Denmark
	Finland
	Greece
	Papua New Guinea
	Romania
	Sweden
	United Kingdom
4.4.8.1	Greece
	Romania
4.4.9.1	Australia
	Papua New Guinea
4.4.9.2	Australia
	New Zealand
	Papua New Guinea
4.5.1	Denmark
	Finland

Paragraph	*Differences notified by*
	Greece
	New Zealand
	Romania
	Sweden
	United Kingdom
4.5.3	Greece
4.5.5	Uruguay
4.6	Fiji
	New Zealand
	South Africa
	United Kingdom
4.6.1	Denmark
	Finland
	Georgia
	Greece
	United States
4.6.2	Denmark
	Finland
	Georgia
	Greece
	Sweden
4.7	Uruguay
4.7.1	China
	New Zealand
	South Africa
	United States
4.7.2	Australia
	South Africa
	United States
4.7.3	United States
4.7.4	China
	Greece
	New Zealand
	Romania
	South Africa
5.1.1	Czech Republic
	Qatar
5.1.2	Australia
	China
	Denmark
	Finland
	New Zealand
	Norway
	Sweden
	United States
5.1.3	Greece
	Papua New Guinea
5.2.3	South Africa
5.2.5	Qatar
5.2.7	China
	Greece
	Papua New Guinea
	United States
5.2.8.1	United States
5.2.10	Turkmenistan
5.3.1	Australia
	Greece
	Romania
	United States
5.3.2	Czech Republic
	Denmark
	Finland
	France
	Greece
	Romania
	Sweden
Chapter 6 — General	United States
6.1.1	Sweden
6.1.2	France
	Georgia
	Sweden
6.1.3	Denmark
	Finland
	Greece
	New Zealand
	Romania
	United Kingdom
	United States
6.2.2	Australia
	Denmark
	Finland
	Lithuania
6.2.3	New Zealand
6.2.4	New Zealand
	Papua New Guinea
6.2.4.2	Papua New Guinea
6.3	Denmark
	New Zealand
6.3.1	Denmark
	Turkmenistan
6.3.1.1	United States
6.3.1.2	Australia
	United States
6.3.1.3	Australia
	Bolivia
	China
6.3.1.4	Australia
	China
	United Kingdom
6.3.1.4.1	Australia
	United Kingdom

Paragraph	*Differences notified by*
6.3.1.5	Australia
	Bolivia
	China
	France
	Papua New Guinea
	Sweden
	United Kingdom
6.3.1.5.1	Australia
	China
	France
	Papua New Guinea
	Sweden
	Thailand
	United Kingdom
6.3.1.5.2	Australia
	France
	Sweden
	United Kingdom
6.3.1.6	Australia
	Bolivia
	Czech Republic
	Papua New Guinea
	United Kingdom
6.3.1.7	Australia
	Bolivia
6.3.1.8	Argentina
	Australia
	France
	Sweden
	United Kingdom
6.3.1.8.1	Argentina
	Australia
	Sweden
6.3.1.8.2	Argentina
	Australia
	Sweden
6.3.1.8.3	Argentina
	Australia
	Sweden
6.3.1.8.4	Argentina
	Australia
	Sweden
6.3.1.8.5	Argentina
	Australia
	Sweden
6.3.2	Australia
6.3.3	Finland
6.3.3.1	Australia
	Bolivia
	Finland
6.3.3.2	Australia
	Bolivia
	Finland
6.3.3.3	Australia
	Bolivia
	China
	Finland
6.3.4	Finland
6.3.4.1	Bolivia
	Finland
6.3.4.2	Australia
	Czech Republic
	Finland
	France
6.3.4.3	Australia
	Bolivia
	Finland
6.3.5	Finland
6.3.5.1	Bolivia
	United States
6.3.5.2	Australia
	Bolivia
6.3.6	Argentina
	Australia
	Denmark
	France
	Georgia
	Pakistan
	Sweden
6.3.7	Bolivia
6.3.7.1	Georgia
	Pakistan
6.3.7.2	France
	Georgia
	United Kingdom
6.3.8	Finland
6.3.8.1	Bolivia
	Pakistan
6.3.8.2	Bolivia
	China
6.3.9.2	Australia
	Bolivia
	France
	United Kingdom
6.3.9.3	Australia
	United Kingdom
6.3.10	Finland
	Romania
6.3.11.2	Australia
	Romania
6.3.12	Australia
	Bulgaria
	Czech Republic
6.4	Lithuania

Paragraph	*Differences notified by*
6.4.1	United States
6.4.2	Australia
	Czech Republic
	Finland
	France
	Greece
	New Zealand
	Norway
	Papua New Guinea
	Sweden
6.5.1	China
	New Zealand
	United States
6.5.2.1	Costa Rica
6.5.3.1	United States
6.6	China
	Georgia
	New Zealand
	United States
6.7.1	Georgia
6.7.2	Georgia
6.7.3	Czech Republic
	South Africa
6.7.4	Czech Republic
	South Africa
6.7.5	New Zealand
6.7.6	New Zealand
6.9	Denmark
	Lithuania
6.9.1	Czech Republic
	Denmark
	Finland
	France
	Greece
	United Kingdom
6.10	Lithuania
6.11	Australia
	Lithuania
	New Zealand
6.12	China
	Finland
	New Zealand
6.13	Australia
	China
	New Zealand
	Papua New Guinea
	Uruguay
6.15	New Zealand
6.15.1	Australia
	Bolivia
	Bulgaria
	Pakistan
	United Kingdom
6.15.2	Australia
	Bolivia
	Czech Republic
	Greece
	Lithuania
	New Zealand
	Pakistan
	South Africa
	United Kingdom
	United States
6.15.3	Georgia
	Papua New Guinea
	South Africa
6.15.5	Australia
	Bolivia
	Norway
	United States
	Uruguay
6.15.6	Australia
	Bolivia
	China
	Costa Rica
	Denmark
	Finland
	France
	Lithuania
	Norway
	Republic of Korea
	United Kingdom
	United States
	Uruguay
6.15.7	Australia
	France
	Lithuania
	Norway
	Pakistan
	Papua New Guinea
	South Africa
	United States
	Uruguay
6.16.1	Bolivia
6.16.2	Australia
	Bolivia
6.16.3	New Zealand
	Romania
6.17	Denmark
	Finland
	Romania
	Uruguay
6.17.1	Australia
	Bolivia

Paragraph	*Differences notified by*
	China
	Georgia
	United States
6.17.2	Australia
	Bolivia
	China
	Georgia
	Republic of Korea
	United Kingdom
	United States
6.17.3	Australia
	Bolivia
	China
	Georgia
	Greece
	Romania
	United Kingdom
	United States
6.17.4	Bolivia
	Georgia
	United States
6.17.5	Bolivia
	Republic of Korea
	United Kingdom
	United States
6.17.6	Bolivia
	Romania
	United Kingdom
	United States
6.17.7	Greece
	Turkmenistan
	United Kingdom
	United States
6.18	New Zealand
	Papua New Guinea
	South Africa
6.18.1	Argentina
	Australia
	China
	Pakistan
	Republic of Korea
	Romania
	United States
6.18.2	Argentina
	Australia
	Bulgaria
	China
	Pakistan
	United Kingdom
	United States
6.18.3	Australia
	China
	Czech Republic
	France
	Greece
	India
	Lithuania
	United Kingdom
	United States
	Uruguay
6.18.4	China
	Romania
6.19	Australia
	Denmark
	Finland
	New Zealand
	United Kingdom
6.20	Australia
	Bulgaria
	Costa Rica
	Denmark
	Finland
	France
	New Zealand
	Norway
	Romania
	Sweden
	United Kingdom
	United States
	Uruguay
6.21.1	Argentina
	Australia
	Bolivia
	France
	Georgia
	Greece
	New Zealand
	Papua New Guinea
	Romania
	South Africa
	Sweden
	United Kingdom
6.21.2	Argentina
	Australia
	Bolivia
	France
	Georgia
	Greece
	New Zealand
	Papua New Guinea
	Romania
	South Africa
	United Kingdom

Paragraph	*Differences notified by*
7.1.2	Australia
7.2.1	United States
7.2.2	Papua New Guinea
	United States
7.2.3	China
	Uruguay
7.2.4	Australia
	Papua New Guinea
7.3	Papua New Guinea
8.1.2	Papua New Guinea
8.1.3	Papua New Guinea
8.1.4	Georgia
8.2	Georgia
8.2.3	Czech Republic
8.3	United States
8.3.1	Georgia
	Romania
	United Kingdom
	United States
8.3.2	Czech Republic
8.4.1	Romania
8.4.2	Argentina
	Australia
	Georgia
	Romania
	United States
8.4.3	Papua New Guinea
	South Africa
8.5.1	Australia
	South Africa
8.5.2	Australia
	Papua New Guinea
8.7	United States
8.7.2	New Zealand
8.7.2.1	Georgia
	Maldives
8.7.3.2	Maldives
8.7.5.1	Georgia
	Papua New Guinea
8.7.5.3	Papua New Guinea
	Romania
8.7.5.4	Australia
	China
	France
	South Africa
	United Kingdom
	United States
8.7.6.2	Argentina
	Georgia
	Romania
	United States

Paragraph	*Differences notified by*
9.1.2	China
	United States
9.1.4	Bolivia
	New Zealand
	Papua New Guinea
9.3	New Zealand
9.3.1	Australia
9.4	Denmark
9.4.1	Australia
	China
	Costa Rica
	Czech Republic
	Finland
	France
	Greece
	New Zealand
	Qatar
	Romania
	United States
9.4.2	Australia
	Czech Republic
	Finland
	New Zealand
9.4.3.2	New Zealand
	South Africa
	United States
9.4.3.3	New Zealand
	South Africa
	United States
9.4.3.5	New Zealand
	United States
9.4.4	China
	Colombia
	Denmark
	Finland
	Sweden
	United States
9.5	Czech Republic
	Georgia
	United States
9.6	Sweden
Chapter 10	Fiji
	New Zealand
	South Africa
10.1	Georgia
	Sweden
	United Kingdom
	United States
10.2	Australia
	Georgia
	Greece

Paragraph	*Differences notified by*
	United Kingdom
	United States
10.3	United Kingdom
	United States
10.4	Australia
	Czech Republic
	France
	Greece
	United Kingdom
	United States
11.2	Georgia
	Maldives
	Romania
11.3	Maldives
11.3.1	China
	Georgia
11.4.1	Turkmenistan
11.4.2	Australia
	China
11.4.3	China
	Czech Republic
11.5	China
	Uruguay
11.6	Uruguay
12.4	Australia
	France
12.5	Australia
	New Zealand
13.1	Australia
	Georgia
	Papua New Guinea
13.2	United States
13.3.1	Georgia
13.5.1	Australia
	Czech Republic
	France
	Georgia
	Greece
	New Zealand
	Papua New Guinea
	Romania
	United Kingdom
13.5.2	China
	Czech Republic
	New Zealand
Appendix 1	
3.	Slovakia
Appendix 2	Bulgaria
	New Zealand
	United States
2.	United Kingdom
5.12	Greece
5.14	Greece
5.19	Greece
5.23	Greece
5.25	China
	Georgia

CHAPTER 1

Definitions *Aerodrome operating minima*. Argentine regulations do not include subparagraph c).

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

Decision altitude (DA) or decision height (DH). Argentine regulations do not include "or approach with vertical guidance".

Flight time — aeroplanes. Argentine regulations differ.

CHAPTER 6

6.3.1.8 The installation of a Type IA recorder is not required.

6.3.1.8.1 Only the recording of the following parameters is required: pressure altitude, speed, heading, normal acceleration, longitudinal acceleration and time.

6.3.1.8.2 Only the recording of the following parameters is required: pitch attitude and roll attitude.

6.3.1.8.3 Only the recording of engine thrust is required.

6.3.1.8.4 Only the recording of pitch trim surface position is required.

6.3.1.8.5 This requirement is not applied.

6.3.6 Only the recording of 11 parameters is required.

6.18.1 This regulation is mandatory as of 1 July 1999.

6.18.2 As of 1 July 2002, it will be mandatory for aeroplanes with a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers to be equipped with an airborne collision avoidance system (ACAS II).

6.21.1* 6.21.2* It is mandatory for all turbo-jet aeroplanes authorized to carry more than 30 passengers or with a maximum cargo payload capacity of more than 3 400 kg to be equipped with a forward-looking wind shear warning system.

CHAPTER 8

8.4.2 The maintenance records listed in 8.4.1 must be kept by the aircraft operator and transferred with the aircraft when the latter is sold.

8.7.6.2 The maintenance records of maintenance organizations must be kept until the work is repeated or replaced by other work or until one year after the work was done. For aeroplanes used in non-scheduled air transport operations, maintenance records, except for work related to an overhaul, must be kept for at least five years after completion of the work.

*Recommended Practice

CHAPTER 1

Definitions — *Approach and landing operations using instrument approach procedures. Approach and landing operations with vertical guidance.* Not defined in Australian legislation.

Flight data analysis. Not defined in Australian legislation.

CHAPTER 3

3.2 — Analysis of FDR data as part of an operator's accident prevention and flight safety programme is not mandated.

CHAPTER 4

4.2.2.2 — There is no specific approval of the information produced in the operations manual which relates to the Standards in 4.2.7 and 12.4.

4.2.6.2 — 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.

4.2.8 — There is no legislative requirement for operators to specify procedures relating to their own operations.

4.2.10.2 — Flight time, flight duty time limitations and rest periods are mandated by Australia. Several standing exemptions are issued. These limitations do not apply to cabin crew.

4.3.3.1
4.3.3.2 — Australia does not mandate preparation of an operational flight plan for every flight and does not specify the content of the plan.

4.3.4.1.2 — No distance based on time requirement is specified in the regulations. It is linked with performance requirements.

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

4.3.7.2 — There is no requirement to maintain two-way communications between the aeroplane and the ground crew while refuelling with passengers on board.

4.4.7 — The pilot-in-command is responsible for liaison with ATC directly with respect to any changes to the ATS flight plan.

4.4.9.1*
4.4.9.2* — Operators are not required to specify noise abatement procedures. Such procedures are mandated by the State.

4.7.2 — ETOPS training is not mandated by regulation. However, no approval for ETOPS operations is granted unless the operator demonstrates that satisfactory training has been or will be undertaken.

*Recommended Practice

CHAPTER 5

5.1.2 Single-engine aeroplanes operating under the VFR by day are not restricted to routes that permit a safe forced landing. Single-engine aeroplanes may operate under the IFR and at night with specific approval.

5.3.1 Provision is mandated only for major international aerodromes.

CHAPTER 6

6.2.2 Regulations empower the authority to direct that medical supplies be provided but no direction is published.

6.3.1.2 Australian legislation does not refer to FDRs by type but specifies the parameters to be recorded.

6.3.1.3 Metal foil FDRs are still permitted.

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

6.3.1.4.1 Photographic film FDRs are not approved.

6.3.1.5
6.3.1.5.1
6.3.1.5.2 Currently there are no legislative requirements to give effect to these Standards.

6.3.1.6* Australian legislation does not refer to combination recorders.

6.3.1.7* Australian legislation does not require aeroplanes below 5 700 kg to be equipped with an FDR. However, an aeroplane which has a MCTM equal to or less than 5 700 kg which is:

a) pressurized;

b) turbine powered;

c) of a type certificated in its country of manufacture for operation with more than eleven places; and

d) issued with its initial Australian Certificate of Airworthiness after 1 January 1988,

shall not be flown unless it is equipped with an approved CVR system.

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

6.3.2 Australia does not refer to type. Legislation requires data to be retained for the last 25 hours of recording, rather than of operation.

6.3.3.1
6.3.3.2
6.3.3.3* Australian legislation does not refer to FDRs by type and does not require fitment of FDRs in aeroplanes below 5 700 kg MCTM.

*Recommended Practice

6.3.4.2*	Australia does not specify parameters which will allow determination of pitch attitude, roll attitude and power on each engine.
6.3.4.3 6.3.5.2*	Australian legislation does not refer to type and establishes the weight break at 29 000 kg MCTM.
6.3.6	Australian legislation does not refer to FDRs by type. Parameters currently required to be recorded are less comprehensive than the Annex Standards.
6.3.9.2*	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.
6.3.9.3	There is no requirement for the cockpit voice recorder to be capable of retaining information recorded during the last two hours of its operation.
6.3.11.2	There is no requirement for operators to establish a procedure to that effect.
6.3.12	Australia does not legislate for continued serviceability checks.
6.4.2	Australian legislation does not base the requirement to be equipped in accordance with 6.9 on whether the flight is a controlled flight.
6.11*	In Australia, the requirement to carry weather radar applies only to pressurized aeroplanes required to be operated by two or more flight crew members and operating under the IFR.
6.13	There is no requirement for the carriage of a noise certificate in an aeroplane.
6.15.1	Australia requires fitment of GPWS to turbine-powered aeroplanes of greater than 15 000 kg MCTM or carrying 10 or more passengers in passenger transport operations under the IFR.
6.15.2*	Australia does not require fitment of GPWS to any piston-engined aeroplanes.
6.15.5 6.15.6 6.15.7*	Australia will apply this requirement to all turbine-powered aeroplanes greater than 15 000 kg MCTM or carrying 10 or more passengers in passenger transport operations under the IFR from 1 July 2005.
6.16.2*	Australian legislation allows a lap sash belt instead of the safety harness if it was installed before 6 March 1980.
6.17.1 6.17.2 6.17.3	Australian legislation allows a single ELT(S) if only one life raft is carried and at least two ELT(S) if more than one life raft is carried.
6.18.1	Australian turbine-powered commercial aeroplanes having a MCTM of more than 15 000 kg, or having a passenger seating capacity in excess of 30 seats, are required to be fitted with TCAS II. This requirement took effect on 1 January 2000.
6.18.2 6.18.3*	Australia does not require fitment of ACAS equipment to turbine-powered aeroplanes with an MCTM of 15 000 kg or less, or having a passenger capacity of 30 seats or less.

*Recommended Practice

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

6.20 Australia's requirement is not based on transition altitude.

6.21.1* Most Australian aeroplanes operating internationally are equipped with a predictive wind shear warning
6.21.2* system.

CHAPTER 7

7.1.2 The requirement for 121.5 MHz is not specifically mandated.

7.2.4 Australia requires specific equipment to be installed relative to the route being operated.

CHAPTER 8 Not all the requirements contained in Chapter 8 regarding the operator's maintenance responsibilities, operator's maintenance control manual, maintenance programme, maintenance records, continuing airworthiness information, modifications and repairs and approved maintenance organizations are referred to in the Australian Civil Aviation Regulations.

8.4.2 Australian regulations do not require records to be maintained after the end of the operating life of the unit.

8.5.1 Reporting of defects to the Australian regulatory organization is required, but there is no legislative requirement for these to be reported to the organization responsible for the type design.

8.5.2 Currently there is no legislative requirement for the assessment of continuing airworthiness information. However, the system of maintenance must provide for the continued airworthiness of the aircraft, including consideration of manufacturer's information.

8.7.5.4 There is no comparable requirement in Australian regulations for training in knowledge and skills related to human performance.

CHAPTER 9

9.3.1 A training syllabus is required, but the content is at the discretion of the operator and approving office. Human Factors training is not mandated for flight crew.

9.4.1 The requirement on same type is for one take-off and one landing in 35 days.

9.4.2 The requirement on same type is for one take-off and one landing in 70 days.

CHAPTER 10

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

CHAPTER 11

11.4.2* There is no requirement to ensure that entries in journey log books are made in ink or indelible pencil.

*Recommended Practice

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CHAPTER 12

12.4 Training for cabin crew in Human Factors is not mandated.

12.5 Flight time, duty and rest periods for cabin crew are not mandated.

CHAPTER 13

13.1 There is no requirement for the flight crew compartment door to be lockable.

13.5.1* There is no requirement for the provision of specialized means of blast attenuation for use at the least-risk bomb location.

*Recommended Practice

CHAPTER 1

Definitions *Maintenance organization's procedures manual*. The term "maintenance organization exposition" is used.

Operator's maintenance control manual. The term "maintenance management exposition" is used.

CHAPTER 6

6.3.1.3 The aviation regulations of Bolivia do not contemplate a date for discontinuing the use of metal foil flight data recorders.

6.3.1.5 The aviation regulations of Bolivia do not contemplate a date by which all aeroplanes must be equipped to utilize digital communications.

6.3.1.6* The aviation regulations of Bolivia establish that no holder of an AOC may operate a large multi-engined turbine-powered aeroplane authorized to carry more than 10 passengers unless an approved cockpit voice recording system has been installed.

6.3.1.7* The aviation regulations of Bolivia stipulate that no person may operate a large commercial air transport aeroplane that is turbine-powered or certificated for flight above an altitude of 25 000 ft unless the aircraft has been equipped with one or more approved flight data recording systems.

6.3.3.1 The aviation regulations of Bolivia do not consider mass for aircraft required to carry flight data recorders; the aviation regulations of Bolivia use as a criterion aeroplanes that are equipped with flight data recorders and certificated to fly above 25 000 ft.

6.3.3.2 The aviation regulations of Bolivia use as a criterion aeroplanes that are equipped with flight data recorders and certificated to fly above 25 000 ft.

6.3.3.3* Aircraft mass and the date of the certificate of airworthiness are not indicated.

6.3.4.1 The aircraft mass and the date are not taken into account as stipulated in 6.3.4.

6.3.4.3 The aircraft mass and the date of certification of the prototype are not taken into account.

6.3.5.1 The aircraft mass and the date are not taken into account.
6.3.5.2*

6.3.7.1 Neither the aircraft mass nor the date is specified.
6.3.7.2*
6.3.8.1
6.3.8.2*

6.3.9.2* The regulations do not specify the aircraft mass, the date or the time with respect to the requirement to retain the information recorded for at least the last two hours of operation.

6.15.1 No reference is made to the aeroplane mass and number of passengers.

6.15.2* The aeroplane mass, number of passengers and piston-engined aeroplanes are not mentioned.

6.15.5 No reference is made to the aeroplane mass, number of passengers and date.
6.15.6

6.16.1 The date and the orientation of the seats are not specified.
6.16.2*

*Recommended Practice

6.17.1	The date is not specified and the installation of two ELTs is not required.
6.17.2	
6.17.3	The date is not specified.
6.17.4	
6.17.5	
6.17.6	
6.21.1*	Not stipulated in the aviation regulations of Bolivia.
6.21.2*	

CHAPTER 9

9.1.4	Not stipulated in the aviation regulations of Bolivia.

*Recommended Practice

CHAPTER 3

3.1.3 There is no requirement in the national legislation for the operator or a designated representative to have responsibility for operational control.

CHAPTER 4

4.3.5.4 There is no requirement in the national legislation for the operator to establish procedures to ensure that the aircraft is inspected for icing prior to take-off and to include them in the operations manual.

4.3.7.1 There is no requirement in the national legislation for the operator to establish operational procedures for refuelling when passengers are embarking, on board and disembarking.

CHAPTER 6

6.3.12 There is no requirement in the national legislation for the operator to establish operational checks and evaluations of recordings from the flight data and cockpit voice recorder systems to ensure their continued serviceability.

6.15.1 There is no requirement in the national legislation for all turbo-engined aeroplanes in excess of MCTM 5 700 kg or authorized to carry more than nine passengers to be equipped with GPWS.

6.18.2 There is no requirement in the national legislation for all turbo-engined aeroplanes in excess of MCTM 5 700 kg or authorized to carry more than nineteen passengers to be equipped with ACAS II from 1 January 2005.

6.20 There is no requirement in the national legislation for the operator to establish procedures to ensure that all flight crew members required to be on flight deck duty should communicate through boom or throat microphone below the transition level/altitude.

Appendix 2 The latest requirements on the contents of the operations manual incorporated in the Seventh Edition (applicable 5 November 1998) are still not formally recognized in the current national legislation.

CHAPTER 1

Definitions	*Flight manual*. The CAAC does not approve aircraft flight manuals for individual aircraft.

CHAPTER 4

4.2.6.3* 4.2.6.4*	Not implemented.
4.2.10.4	Not implemented. China has no flights above 15 000 m.
4.3.7.2	Not implemented.
4.7.1	Additional requirements for ETOPS apply only for scheduled flights.
4.7.4*	Does not apply in China.

CHAPTER 5

5.1.2	Single-engine aeroplanes cannot be operated in international commercial air transport.
5.2.7 d)	Not implemented.

CHAPTER 6

6.3.1.3 6.3.1.4* 6.3.1.5 6.3.1.5.1 6.3.3.3* 6.3.8.2* 6.5.1 6.6	Not implemented.
6.12	Provision not implemented. China has no flights above 15 000 m.
6.13	The CAAC Aircraft Airworthiness Department does not issue “noise” certificates.
6.15.6 6.17.1 6.17.2 6.17.3 6.18.1 6.18.2 6.18.3* 6.18.4	Not implemented.

*Recommended Practice

CHAPTER 7

7.2.3 Not implemented.

CHAPTER 8

8.7.5.4 There are no requirements relating to Human Factors in the CAAC regulations.

CHAPTER 9

9.1.2 No radio operator requirements. Skill and knowledge requirements on radio procedures have been developed as part of all pilot licences.

9.4.1 Recent experience for pilot-in-command within the preceding 90 days may be carried out in flight simulators.

9.4.4 Pilots other than pilot-in-command are required to have a proficiency check every 12 months.

CHAPTER 11

11.3.1 c) There are no procedures for the escalation of maintenance programmes.

11.4.2* Not implemented.
11.4.3*

11.5 There are no provisions for records of emergency and survival equipment carried.

CHAPTER 13

13.5.2* Not implemented.

Appendix 2

5.25 Not implemented. China has no flights above 15 000 m.

*Recommended Practice

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CHAPTER 9

9.4.4 All scheduled and non-scheduled commercial transport pilots and co-pilots (airline pilots or commercial pilots with a type rating) must go through the ground course and flight or simulator training again, twice a year at intervals of not less than five months and not more than seven months, with an instructor qualified on the equipment and an annual proficiency check with a check pilot from the Unidad Administrativa Especial de Aeronáutica Civil or an agent thereof.

CHAPTER 4

4.3.6.2.1 When a destination alternate aerodrome is required, the flight is to be conducted under instrument flight rules:

a) fuel to the destination airport;

b) fuel to the alternate airport; and

c) fuel for 45-minute flight at normal cruise speed.

4.3.6.2.2 When a destination alternate aerodrome is not required, the flight is to be conducted under visual flight rules:

a) fuel to the destination airport;

b) fuel for an additional 30-minute flight from the destination during daylight; and

c) fuel for an additional 45-minute flight from the destination at night.

CHAPTER 6

6.5.2.1 Landplanes shall carry one life jacket or equivalent individual flotation device for each person on board.

The operator shall not operate a landplane that does not have life jackets equipped with locator lights for each person on board. Life jackets for infants may be replaced with other appropriate flotation devices equipped with locator lights.

6.15.6 All aeroplanes with a maximum certificated take-off mass in excess of 15 000 kg or authorized to carry more than 30 passengers shall be equipped with a ground proximity warning system which has a predictive terrain hazard warning function.

All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg and all turbojet aeroplanes shall be equipped with a ground proximity warning system (based on Recommended Practice 6.15.7).

6.20 Flight crew members on the flight deck shall communicate through boom or throat microphones below transition altitude.

The operator shall not operate a multi-crew aeroplane unless it is equipped with an intercommunication system consisting of earphones and microphones that are not hand-held.

CHAPTER 9

9.4.1 The operator shall not assign a pilot to act as pilot-in-command unless, on the same type of aeroplane within the preceding 90 days, that pilot has executed three take-offs and three landings.

The operator shall guarantee that no pilot will serve as pilot-in-command without having, during the preceding 90 days, executed at least three take-offs and three landings in an aeroplane of the same type or in a flight simulator of the same aircraft type with a simulation fidelity corresponding to Category D and rated and approved for the purpose.

CHAPTER 2 The national requirements are that the Standards and Recommended Practices contained in Annex 6, Part I, shall be applicable to the operation of aeroplanes by operators authorized to conduct commercial air transport operations and also to usable parts in the operation of aeroplanes by operators authorized to conduct aerial work.

CHAPTER 4

4.2.5 The national requirements of the Czech Republic do not include regulatory requirements that the checklists shall observe Human Factors principles. An operator must ensure that the contents of the operations manual are presented in a form in which they can be used without difficulty.

4.3.8.2 An operator shall not operate a pressurized aeroplane at pressure altitudes unless a sufficient quantity of stored breathing oxygen is available for: 100 per cent pax above 15 000 ft; 30 per cent pax between 14 000 and 15 000 ft; 10 per cent pax between 10 000 and 14 000 ft. In the case of pressurized aeroplanes, with regard to the oxygen supply, provision is not made for all passengers below 15 000 ft to receive oxygen.

CHAPTER 5

5.1.1 The national requirements of the Czech Republic generally use "State of the Operator".

5.3.2 It is not required that the operator shall take account of charting accuracy when assessing compliance with 5.2.8.

CHAPTER 6

6.3.1.6* Not implemented.

6.3.4.2* Not implemented.

6.3.12 Separate guidance for flight recorders maintenance not required. Maintenance serviceability of recorders is an integral part of the aeroplane maintenance programme.

6.4.2 VFR night flights shall be equipped in accordance with IFR.

6.7.3 Not implemented.

6.7.4* Not implemented.

6.9.1 Equipped with two sensitive pressure altimeters calibrated in feet with subscale setting, calibrated in hectopascals/millibars adjustable for any barometric pressure likely to be set during the flight.

6.15.2* Required for turbine-powered aeroplanes only.

6.18.3* Not implemented.

*Recommended Practice

CHAPTER 8

8.2.3 No specific requirement.
8.3.2

CHAPTER 9

9.4.1 A pilot does not operate an aeroplane as commander or co-pilot unless he has carried out at least three take-offs and three landings as pilot flying in an aeroplane of the same type or a flight simulator, qualified and approved for the purpose in accordance with JAR-STD 1A of the aeroplane type to be used, in the preceding 90 days.

9.4.2 A co-pilot does not serve at the flight controls during take-off and landing unless he has served as a pilot at the controls during take-off and landing in an aeroplane of the same type or flight simulator, qualified and approved for the purpose in accordance with JAR-STD 1A of the aeroplane type to be used, in the preceding 90 days.

9.5 If a visual requirement is met only with the use of correcting lenses, the glasses or contact lenses must provide optimal visual function purposes. A spare set of similar correcting lenses shall be readily available when exercising the privileges of the licence.

CHAPTER 10

10.4* No specific requirement.

CHAPTER 11

11.4.3* An operator shall preserve documentation for a period of three months.

CHAPTER 13

13.5.1* Requirement is included in the National Security Programme.

13.5.2* An operator shall ensure that weapons of war and ammunition of war are:

a) stowed in the aeroplane in a place which is inaccessible to passengers during flight; and

b) in the case of firearms, unloaded, unless before the commencement of the flight, approval has been granted by all States that such weapons of war and munitions of war may be carried in circumstances that differ in part or in total from those indicated in this subparagraph.

*Recommended Practice

CHAPTER 1

Definitions	*Approach and landing operations using instrument approach procedures. Category II (Cat II) operation.* A Category II operation is defined with a runway visual range of not less than 300 m.

CHAPTER 4

4.2.3.2	No formal qualification requirements established.
4.2.5	No explicit requirement for Human Factors principles established.
4.3.6.2.1 4.3.6.2.2	All aeroplanes with turbine-powered engines can use 30-minute holding fuel.
4.3.7.2	No formal requirements for two-way communication established.
4.3.8.2	For flights with a cabin pressure altitude between 10 000 ft and 15 000 ft, only a partial quantity of stored breathing oxygen is supplied for passengers.
4.4.1.3	Only partially compliant.
4.4.7	No formal requirements for coordination of in-flight instructions established.
4.5.1	Pilot-in-command responsibilities not fully reflected in JAR-OPS 1.085.
4.6.1 4.6.2	Not explicitly addressed in JAR-OPS 1.201.

CHAPTER 5

5.1.2	Single-engined turbo-propeller powered aeroplanes may be used for cargo operations only during night and/or IMC.
5.3.2	Not explicitly addressed in JAR-OPS 1.

CHAPTER 6

6.1.3	Human Factors principles design not explicitly required in JAR-OPS 1.1045.
6.2.2 c) 1) and 2)	Not applicable for transportation of parachutists to be dropped from an aeroplane.
6.3	JAR-OPS 1.715/720/725 not fully concordant with Annex 6 text.
6.3.1 6.3.6	Will not be implemented in time due to lack of standards and an obligation to provide ample warning for workshops and operators/owners.
6.9	IFR equipment only required for VFR night operations.

6.9.1 c) Counter drum-pointer not required in JAR-OPS 1.652 c).

6.15.6 JAA implementation date 1 January 2005.

6.17 Only one ELT required. From 1 January 2002, new aeroplanes to be equipped with one automatic ELT.

6.19 Pressure-altitude reporting transponder only required for VFR operation if applicable to route being flown.

6.20 JAR-OPS 1.652 s) has no formal requirement for use of boom or throat microphone below transition level/altitude.

CHAPTER 9

9.4 Recency may also be maintained by flying a flight simulator, qualified and approved for the purpose, of the aeroplane type to be used.

Recency may be extended up to a maximum of 120 days by line flying under supervision of a Class/Type Rating Instructor or a Class/Type Rating Examiner. For periods beyond 120 days, the recency requirement is satisfied by a training flight or use of an approved flight simulator.

9.4.4 Check valid if issued within the final three calendar months of the previous validity period.

CHAPTER 4

4.2.10.4 Legislation does not cover cosmic radiation dose recordings for flight crew as there are no aircraft registered in Fiji capable of operating at or above FL490.

4.6 Flight operations officers/flight dispatchers are not required as a condition on an AOC and are not licensed.

CHAPTER 10 Flight operations officers/flight dispatchers are not required as a condition on an AOC and are not licensed.

CHAPTER 1

Definitions	*Approach and landing operations using instrument approach procedures*. *Category II (Cat II) operation*. A Category II operation is defined with a runway visual range of not less than 300 m.

CHAPTER 4

4.2.3.2	No formal ground crew qualification requirements for aircraft taxi are established in JAR-OPS 1. Requirements are given in the Finnish national aviation regulations PEL M1-4 and PEL M2-90.
4.2.5	No explicit Human Factors principles requirements established in JAR-OPS 1.210 and 1.1040.
4.3.6.2.1 4.3.6.2.2	All aeroplanes with turbine-powered engines (including turbo-props) can use 30-minute holding fuel instead of 45 minutes.
4.3.7.2	No formal requirements for two-way communication established in JAR-OPS 1.
4.3.8.2	For flights with a cabin pressure altitude between 10 000 ft and 15 000 ft, only a partial quantity of stored breathing oxygen is supplied for passengers.
4.4.1.3	Only partially compliant.
4.4.7	No formal requirements for coordination of in-flight instructions with ATS established in JAR-OPS 1.
4.5.1	Pilot-in-command responsibilities not fully reflected in JAR-OPS 1.085.
4.6.1 4.6.2	Not explicitly addressed in JAR-OPS 1.205.

CHAPTER 5

5.1.2	Single-engined, turbo-propeller powered aeroplanes may be used for domestic cargo only operations during night and/or IMC.
5.3.2	Not explicitly addressed in JAR-OPS 1.475.

CHAPTER 6

6.1.3	Human Factors principles design not explicitly required in JAR-OPS 1.1040 or JAR-OPS 1.1045.
6.2.2 c) 1) and 2)	Not applicable for transportation of parachutists to be dropped from an aeroplane with a maximum of 10 passenger seats.
6.3.3 to 6.3.3.2	JAR-OPS 1.715/1.720/1.725 are not fully concordant with Annex 6 text.
6.3.3.3*	JAR-OPS 1.715/1.720/1.725 are not fully concordant with Annex 6 text.

*Recommended Practice

6.3.4 6.3.4.1	JAR-OPS 1.715/1.720/1.725 are not fully concordant with Annex 6 text.
6.3.4.2*	JAR-OPS 1.715/1.720/1.725 are not fully concordant with Annex 6 text.
6.3.4.3 6.3.5	JAR-OPS 1.715/1.720/1.725 are not fully concordant with Annex 6 text.
6.3.8 6.3.10	Flight records — operation: 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 erased automatically.
6.4.2	IFR equipment required only for VFR night operations.
6.9.1 c)	Counter drum-pointer not required in JAR-OPS 1.652 c).
6.12	Alternate means of compliance to be introduced as no measuring equipment is available.
6.15.6	JAA implementation date is 1 January 2005.
6.17	Only one ELT required in JAR-OPS 1.820. From 1 January 2002, new aeroplanes shall be equipped with one automatic ELT.
6.19	Pressure-altitude reporting transponder in JAR-OPS 1.865 only required for VFR operation, if the requirement is applicable to the area and route flown.
6.20	JAR-OPS 1.650/652 has no formal requirement for use of boom or throat microphone below transition level/altitude.

CHAPTER 9

9.4.1	Recency may also be maintained by flying a flight simulator, qualified and approved for the purpose, of the aeroplane type to be used. Recency may be extended up to a maximum of 120 days by line flying under supervision of a Class/Type Rating Instructor or a Class/Type Rating Examiner. For periods beyond 120 days, the recency requirement is satisfied by a training flight or use of an approved flight simulator.
9.4.2	Recency may be extended up to a maximum of 120 days by line flying under supervision of a Class/Type Rating Instructor or a Class/Type Rating Examiner. For periods beyond 120 days, the recency requirement is satisfied by a training flight or use of an approved flight simulator.
9.4.4	The period of validity of an operator proficiency check is six calendar months in addition to the remainder of the month of issue. If issued within the final three calender months of validity of a previous proficiency check, the period of validity shall extend from the date of issue until six calendar months from the expiry date of that previous operator proficiency check.

*Recommended Practice

CHAPTER 3

3.2.2* 3.2.3 A flight data analysis programme for turbine-engined aeroplanes of a maximum certificated take-off mass of 10 000 kg or more, or a maximum passenger seating configuration of 20 or more, is required.

CHAPTER 4

4.3.3.1 The French regulations do not have a detailed requirement about signing the operational flight plan.

4.3.6.2 The rules for the carriage of fuel for aeroplanes equipped with turboprop engines are the same as those for aeroplanes equipped with turbo-jet engines, defined in paragraph 4.3.6.3.

4.3.8.2 The French regulations only require an oxygen supply for some of the passengers for the whole part of the flight below 15 000 ft.

CHAPTER 5

5.3.2 France has no regulatory requirement to take account of the charting.

CHAPTER 6

6.1.2 France has no specific requirement for the operator to ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.

6.3.1.5 6.3.1.5.1 6.3.1.5.2 The French regulations have not yet incorporated the requirements for the recording of communications by data link.

6.3.1.8 The list of parameters required by the French regulations is not totally in compliance with the requirements of Annex 6.

6.3.4.2* Aeroplanes between 5 700 kg and 27 000 kg are not subject to this requirement.

6.3.6 Since the list of parameters of the Type IA FDR has not yet been incorporated into the French regulations, the scope concerning these recorders has consequently not yet been defined.

6.3.7.2* France only applies this recommendation to aeroplanes of more than nine passengers.

6.3.9.2* France only applies this recommendation to aeroplanes for which the individual certificate of airworthiness was issued on or after 1 April 1998.

6.4.2 France has no particular requirements for controlled VFR flights, other than compliance with the requirements of the air traffic services.

6.9.1 c) The French regulations do not specify the altimeter display mode.

*Recommended Practice

6.15.6 The French regulations have not yet incorporated provisions on equipping the aeroplanes in service with a ground proximity warning system with a predictive terrain hazard warning function.

6.15.7* The French regulations only concern aeroplanes of more than 15 tons or more than 30 passengers.

6.18.3* France has no particular requirements for airborne collision avoidance systems, other than compliance with the requirements of the air traffic services.

6.20 France has no particular requirement on the use of boom or throat microphones below the transition level/altitude.

6.21.1*
6.21.2* France has no requirements for the forward-looking wind shear warning system.

CHAPTER 8

8.7.5.4 France has no particular requirement for the theoretical and practical training of maintenance personnel in human performance.

CHAPTER 9

9.4.1 France authorizes recent experience on a simulator.

CHAPTER 10

10.4* France has no particular requirement for the recent experience of flight operations officers/flight dispatchers.

CHAPTER 12

12.4 f) France has no particular requirements for the training of cabin crew personnel in human performance.

CHAPTER 13

13.5.1* France has no requirements for the carriage of specialized means to attenuate and direct the blast.

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*Recommended Practice

CHAPTER 4

4.3.7 4.3.8	Not implemented.
4.6.1 4.6.2	Not implemented. The system currently in use does not utilize the services of flight dispatchers.

CHAPTER 6

6.1.2 6.3.6 6.3.7.1 6.3.7.2*	Not implemented.
6.6	Not implemented. The State has not designated any land areas in which search and rescue would be especially difficult.
6.7.1 6.7.2 6.15.3 6.17.1 6.17.2 6.17.3 6.17.4 6.21.1* 6.21.2*	Not implemented.

CHAPTER 8

8.1.4	Although the operator is responsible to ensure the aircraft is maintained in an airworthy condition, there is no requirement for the operator to establish a maintenance control manual.
8.2	Although the operator is responsible to ensure the aircraft is maintained in an airworthy condition, there is no requirement for the operator to establish a maintenance control manual.
8.3.1	The State of Georgia uses the term maintenance specification in lieu of maintenance programme. Not all the information specified in 11.3 is required to be identified in the maintenance specification.
8.4.2	The records in 8.4.1 a) to e) are required to be kept until the unit they refer to is completely withdrawn from service. The records in 8.4.1 f) are required to be kept for a minimum of five years.
8.7.2.1	Although a maintenance procedures manual is required, not all the requirements specified in 8.7.2.1 need to be identified.
8.7.5.1	Not implemented.
8.7.6.2	All records are kept for five years or until such time as the aircraft or unit has been withdrawn from service.

*Recommended Practice

CHAPTER 9

9.5 Not implemented.

CHAPTER 10

10.1 Not implemented. The system currently in use does not utilize the services of flight dispatchers.
10.2*

CHAPTER 11

11.2 Not implemented.
11.3.1 d)

CHAPTER 13

13.1 Not implemented.
13.3.1
13.5.1*

Appendix 2

5.25 Not implemented. Georgia presently has no aircraft that operate above 15 000 m.

*Recommended Practice

CHAPTER 4

4.1.3	Not implemented. Non-relative reference.
4.2.3.2	Not implemented. JAR-OPS does not reflect for aircraft taxi a ground crew qualification process.
4.2.5	Not implemented. Checklists: Human Factors principles are not explicitly mentioned in JAR-OPS 1.
4.3.6.2.1	Turboprop fuel reserves rationale different in JAR-OPS.
4.3.7.2	Not implemented. Two-way communication or/by other suitable means flight deck/ground when refuelling with passengers on board not addressed in JAR-OPS.
4.3.8.2	Partially implemented. Oxygen requirements: below 15 000 ft, only part of the passengers are provided with oxygen.
4.4.1.3	Partially implemented. The first part of the Standard not addressed in JAR-OPS.
4.4.7	Not implemented. In flight operational instruction coordination with ATS before transmission is not addressed in JAR-OPS.
4.4.8.1	Not applicable. Refers to the State aerodrome.
4.5.1	Duties of pilot-in-command are not considered in JAR-OPS.
4.5.3	Reporting in case of accident. JAR-OPS more accurate.
4.6.1 4.6.2	Not implemented. Duties of flight operations officer/flight dispatcher are not explicitly addressed in JAR-OPS.
4.7.4*	Grandfather rights. ETOPS threshold not addressed in leaflet 20. JAR-OPS is more stringent.

CHAPTER 5

5.1.3*	Not implemented. Annex 6 performance para. 5.2 applicable in case Annex 8, Part III, is waived by use of Article 41 of the Convention.
5.2.7 d)	Annex 16 take-off/landing mass limited in all cases by noise requirements.
5.3.1 5.3.2	Not implemented. Obstacle data to be provided to enable the operator adequate obstacle avoidance accountability in the procedures, taking into account charting accuracy.

CHAPTER 6

6.1.3	Not implemented. Human Factors accountability when developing the AOM.
6.4.2	VFR controlled flight equipment. IFR only requested at night.

*Recommended Practice

6.9.1 c)	Partially implemented.
6.15.2*	Not implemented.
6.17.3	
6.17.7*	
6.18.3*	
6.21.1*	
6.21.2*	

CHAPTER 9

9.4.1	Recent experience in JAR OPS recency may be achieved in a simulator. Other means of compliance for time period.

CHAPTER 10

10.2*	Not implemented. Flight operations officer/flight dispatcher recent experience is not addressed.
10.4*	

CHAPTER 13

13.5.1*	Not implemented. Bomb blast attenuation is not addressed.

Appendix 2

5.12	Not implemented.
5.14	
5.19	
5.23	

*Recommended Practice

CHAPTER 6

6.18.3* Indian regulations require all aeroplanes with a take-off mass of less than 5 700 kg and authorized to carry 10 to 19 passengers to be equipped with ACAS-I by 1 January 2005. It is not considered feasible to require all aeroplanes to be equipped with ACAS II.

*Recommended Practice

CHAPTER 4

4.2.7 Requirements are in accordance with JAR-OPS 1, Subpart E.

CHAPTER 6

6.2.2 Not implemented.

6.4 Requirements are in accordance with JAR-OPS 1, 1.650.

6.9 Requirements are in accordance with JAR-OPS 1, 1.652.
6.10

6.11* Requirements are in accordance with JAR-OPS Part 1, 1.670. Implemented 1 April 1999.

6.15.2* Not implemented.

6.15.6 Requirements are in accordance with JAR-OPS 1, 1.665.

6.15.7* Requirements are in accordance with JAR-OPS 1, 1.665.

6.18.3* Not implemented.

*Recommended Practice

CHAPTER 4

4.2.1.6 Requirements for ongoing supervision and oversight of air operators not implemented.

CHAPTER 8

8.2.1 Content of the maintenance control manual and its revisions not implemented.

8.7.3.2 Requirement for authority's inspection of the approved maintenance organization not implemented.

CHAPTER 11

11.2 Content of the maintenance control manual and its revisions not implemented.

11.3 Maintenance reliability programmes and their requirements not implemented.

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

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

CHAPTER 4

4.2.2.2 The requirements for the contents of the operations manual do not include all of the elements indicated in Appendix 2.

Remark: Minimum flight altitudes are mandated by the CAA. There is no requirement for the operator to address these minimums in the operations manual.

4.2.4 Applicable in Part 121 operations only.

4.2.6 Minimum flight altitudes are established by the State.

Remark: There is no requirement for the operator to address these minimums in the operations manual.

4.2.7 The State prescribes aerodrome operating minima.

4.2.7.3 CAR 91.415 d). Unless otherwise authorized by the director, a pilot performing a Category II or III precision approach procedure that provides and requires use of a DH shall not continue the approach below the authorized DH unless the following conditions are met:

2) At least one of the following visual references for the intended runway is distinctly visible and identifiable:

i) the runway threshold; or

ii) the runway threshold markings; or

iii) the runway threshold lights; or

iv) the runway touchdown zone or touchdown zone markings; or

v) the runway touchdown zone lights.

CAR 91.417 a). No person shall perform a Category II or III precision approach procedure in a New Zealand registered aircraft unless:

1) there is available in the aircraft:

i) for Category II precision approach procedures, a current Category II precision approach procedure manual approved in accordance with 91.419 for that aircraft; or

ii) for Category III precision approach procedures, a current Category III precision approach procedure manual approved in accordance with 91.419 for that aircraft; and

2) the Category II or III precision approach procedure is performed in accordance with the procedures, instructions and limitations in the approved manual; and

3) the instruments and equipment listed in the approved manual that are required for a particular Category II or III precision approach procedure have been inspected and maintained in accordance with the maintenance programme in that manual.

CAR 91.419 c). Each Category II or III precision approach procedure manual shall contain the procedures and instructions related to:

i) the recognition of decision height; and

ii) the use of runway visual range information.

4.2.8 The threshold crossing height is 50 ft.

4.3.1 The Standards are met, however, certifying is not a requirement.

4.3.4.2
4.3.6.4 c) Not implemented.

4.3.7.2 Live intercom, ground/aircraft, not a requirement pursuant to Civil Aviation Rules.

4.4.1.2
4.4.1.3 CAR 91.413 c). *Operation below DA, DH or MDA*. Where a DA, DH or MDA is applicable, no pilot-in-command shall operate an aircraft at any aerodrome below the MDA or continue an instrument approach procedure below the DA or DH prescribed in paragraph b) unless:

1) the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal manoeuvres that will allow touchdown to occur within the touchdown zone of the runway of intended landing;

2) the flight visibility is not less than the visibility prescribed under Part 97 for the instrument approach procedure being used; and

3) except for a Category II or Category III precision approach procedure prescribed under Part 97 for that aerodrome that includes any necessary visual reference requirements, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot:

i) the approach lighting system; or

ii) the threshold markings; or

iii) the threshold lights; or

iv) the runway-end identification lights; or

v) the visual approach slope indicator; or

vi) the touchdown zone or touchdown zone markings; or

vii) the touchdown zone lights; or

viii) the runway or runway markings; or

ix) the runway lights.

d) *Landing*. A pilot-in-command shall not land an aircraft when the flight visibility is less than the visibility prescribed under Part 97 for the instrument procedure used.

e) *Missed approach procedures*. Each pilot-in-command shall immediately execute the missed approach procedure prescribed under Part 97 if:

1) the requirements of paragraph c) are not met at either of the following times:

i) when the aircraft is being operated below MDA; or

ii) upon arrival at the missed approach point, including a DA or DH were a DA or DH is specified and its use is required, and any time after that until touchdown; or

2) an identifiable part of the aerodrome is not distinctly visible to the pilot during a circling manoeuvre at or above MDA, unless the inability to see an identifiable part of the aerodrome results only from normal manoeuvring of the aircraft during approach.

4.4.3 Not implemented.

4.4.4.2 Not a requirement pursuant to Civil Aviation Rules.

4.4.9.2* Noise abatement procedures are applied independent of aircraft type.

4.5.1 The pilot-in-command of an aircraft shall:

a) be responsible for the safe operation of the aircraft in flight, the safety and well-being of all passengers and crew and the safety of cargo carried;

b) have final authority to control the aircraft while in command and for the maintenance of discipline by all persons on board; and

*Recommended Practice

c) subject to Section 13A of the Civil Aviation Act (duties of pilot-in-command and operator during emergencies), be responsible for compliance with all relevant requirements of this Act and regulations and rules made under this Act.

4.6 There are no provisions addressing or requiring flight operations officers/dispatchers.

4.7.1 Threshold time for Part 121 operations is 60 minutes while 90 minutes is established for Part 125 and 135 operations.

4.7.4* Not implemented. No ETOPS threshold prior to the commencement of Civil Aviation Rules.

CHAPTER 5

5.1.2 Single-engined aeroplane operations not prohibited, however, the Civil Aviation Rules provide standards to mitigate the risk associated with that type of operation.

CHAPTER 6

6.1.3 There is no requirement for the operator to provide an aircraft operating manual as such.

Remark: The Civil Aviation Rules use the term "aircraft flight manual" the carriage of which is mandatory.

6.2.3 Partially implemented in that the requirement concerning the operations manual is incomplete.

6.2.4 Marking of break-in points not prescribed in Civil Aviation Rules.

6.3 *Flight Data Recorders*. Each holder of an airline air operator certificate (air transport operation or commercial transport operation) shall ensure that each of its:

a) aeroplanes with a seating configuration of more than 30 passenger seats or a payload capacity of more than 3 410 kg; or

b) multi-engine turbine-powered aeroplanes with a seating configuration of 10 to 30 passenger seats or a payload capacity of 3 410 kg or less and a maximum certified take-off weight of greater than 5 700 kg, except for de Havilland DHC 6 aeroplanes and aeroplanes registered on or before 31 March 1997, with a maximum certified take-off weight of less than 5 700 kg,

are equipped with a flight data recorder.

Each flight crew member shall ensure that the flight data recorder is operated continuously from the instant the aircraft begins the take-off until it has completed the landing, and that all recorded data is kept until the aircraft has been operated for at least 25 hours, or 10 hours with respect to helicopters, after each operating cycle, and that no more than one hour of recorded data is erased for the purpose of testing the flight recorder or the flight recorder system, and that any such erasure is of the oldest recorded data accumulated at the time of testing and recorded in the maintenance documentation.

Cockpit Voice Recorders. Each holder of an airline air operator certificate (air transport operation or commercial transport operation) shall ensure that each of its aeroplanes:

*Recommended Practice

a) with a seating configuration of more than 30 passenger seats or a payload capacity of more than 3 410 kg; or

b) with a seating configuration of 10 to 30 passenger seats or a payload capacity of 3 410 kg or less and a maximum certified take-off weight of greater than 5 700 kg, for which the aeroplane's flight manual requires two or more flight crew,

is equipped with a cockpit voice recorder.

Each flight crew member shall ensure that the cockpit voice recorder is operated continuously from the start of the checklist commenced before the engine start until the completion of the final checklist at the termination of flight, and if the aircraft is equipped to record the uninterrupted audio signals received from a boom or mask microphone, boom microphones are used below 10 000 ft altitude, and if an erasure feature is used in the cockpit voice recorder only information recorded more than 30 minutes earlier than the last record is erased or otherwise obliterated.

6.4.2 New Zealand does not distinguish between controlled or uncontrolled VFR flights. Additional equipment is required for night operations.

6.5.1 b) No sound signal requirement is prescribed.

6.6 There is no requirement for means of sustaining life.

6.7.5
6.7.6* Applicable only for flights above 30 000 ft.

6.11* There is no requirement for the equipment to be operative. Weather radar shall meet the requirements of TSO-C63 series.

Remark:

CAR 121.377: Each holder of an air operator certificate shall ensure that each of its turbine-powered aeroplanes operating under IFR is equipped with a weather radar.

CAR 125.373: Each holder of an air operator certificate shall ensure each of the turbine-powered aeroplanes in excess of 5 700 kg maximum certificated take-off weight operating under IFR is equipped with a weather radar.

6.12 Not implemented.

6.13 *Remark:* Notice of Proposed Rule Making, incorporating by reference the provisions of Annex 16, issued.

6.15 Each holder of an airline air operator certificate (air transport operation or commercial transport operation) shall ensure that each of its turbine-powered aeroplanes with a certificated seating capacity of more than 30 passenger seats or greater than 15 000 kg maximum certificated take-off weight is equipped with a ground proximity warning system meeting the requirements of the TSO-C92 series.

*Recommended Practice

Each holder of an airline air operator certificate (air transport operation or commercial transport operation) shall ensure that each of its turbine-powered aeroplanes with a certificated seating capacity of more than 30 passenger seats or a payload capacity of greater than 3 410 kg, or greater than 5 700 kg maximum certificated take-off weight, operating under IFR, is equipped with a global proximity warning system meeting the requirements of the TSO-C92 series.

6.15.2* GPWS requirements not applied to other than turbine-engined aeroplanes.

6.16.3 Applicable to Part 121 operations only and location is not specified.

6.18 Civil Aviation Rules do not at present require the carriage and operation of ACAS II.

6.19 Unless otherwise authorized or instructed by ATC aircraft operating in transponder, mandatory airspace shall be equipped with an SSR transponder.

6.20 Use below transition level not mandatory. Effectively applicable only for aircraft having a certified seating capacity of 10 seats or more, excluding any pilot seat.

6.21.1*
6.21.2* Forward-looking wind shear warning system — turbo-jet aeroplanes — not required pursuant to Civil Aviation Rules.

CHAPTER 8

8.7.2 Partially implemented. Not all the requirements contained in Chapter 8 concerning the operator's maintenance organization's procedures manual, operators maintenance control manual, maintenance programme, maintenance records and continuing airworthiness information are referred to in the Civil Aviation Rules.

CHAPTER 9

9.1.4 New Zealand does not issue flight navigator licences nor require a flight navigator as a flight crew member.

9.3 The requirement does not include all the elements mentioned in Annex 6, Part I.

9.4.1 Partially implemented in that the currency may be renewed in a zero flight time simulator.

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

9.4.3.2 Partially implemented in that the flight crews are required to meet aerodrome and route qualification requirements which are not specified.

9.4.3.3 Partially implemented in that the annual route check is deemed to satisfy the requirement.

9.4.3.5 Partially implemented in that the annual route check is deemed to satisfy the requirement.

CHAPTER 10 New Zealand does not license flight operations officers or flight dispatchers.

*Recommended Practice

CHAPTER 12

12.5 Flight time, flight duty periods and rest periods for cabin crew are limited and determined by industrial agreement.

CHAPTER 13

13.5.1* Not implemented.

13.5.2* Partially implemented, requirement applicable to Part 121 operations only.

Appendix 2 The detailed requirements do no include all the elements listed in the Appendix.

*Recommended Practice

CHAPTER 1

Definitions	*Approach and landing operations using instrument approach procedures*. *Category II (Cat II) operation*. A Category II operation is defined with a runway visual range of not less than 300 m.

CHAPTER 3

3.2.4	Norway's present legislation is not in conformity with "a flight data analysis programme shall be non-punitive".

CHAPTER 4

4.2.3.2 a) and d)	Operations instructions general. Norwegian regulations or JAR-OPS 1 contain no formal requirements.

CHAPTER 5

5.1.2	Single-engined aircraft may be used in cargo operations under IMC and/or night.

CHAPTER 6

6.4.2	Equipment for controlled VFR flights. Only one pressure altimeter is required for VFR by day.
6.15.5 to 6.15.7*	GPWS. The installation of the predictive function not yet required.
6.20	Microphones. Boom microphones only required for IFR operations.

*Recommended Practice

CHAPTER 6

6.3.7.1 6.3.8.1	Compliance deferred until 1 January 2005 due to constraints on the part of operators.
6.15.1 6.15.2* 6.15.7*	Non-compliance.
6.18.1	Compliance date is to be extended to 1 January 2005 due to constraints on the part of operators.
6.18.2	Non-compliance.

*Recommended Practice

CHAPTER 3

3.1.3 CAR 93 vests this power with ATC rather than with the operator.

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

CHAPTER 4

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

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

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

4.2.9.2 No period of retention is specified.

4.2.10.4 While CAO 20.18 requires aircraft to be fitted with equipment to measure cosmic radiation, it does not require operators to maintain records.

4.3.5.4 Papua New Guinea legislation does not call up such a requirement (may be pertinent for some international flights).

4.3.7.2 Such a requirement is not called up in CAO 20.9.

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

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

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

4.4.9.1* While the Papua New Guinea AIP does contain some noise abatement procedures at major aerodromes, it could not be established whether such procedures are compliant with Doc 8168.

4.4.9.2* There are no operator specified noise abatement procedures in Papua New Guinea, nor does the legislation address this issue.

CHAPTER 5

5.1.3* Performance requirements for aeroplanes above and below 5 700 kg MTOW (MTOM) engaged in various classes of operation are contained in CAO 20.7. These orders do not recommend operating in a higher performance category than is required by weight or class of operation category.

5.2.7 d) Papua New Guinea does not issue aeroplane noise certificates, hence this Standard is not pertinent for domestic operations.

*Recommended Practice

CHAPTER 6

6.2.4 6.2.4.2	Papua New Guinea legislation does not call up such a requirement.
6.3.1.5 6.3.1.5.1	Papua New Guinea legislation does not call up such a requirement.
6.3.1.6*	Papua New Guinea legislation does not address this alternative.
6.4.2	Papua New Guinea legislation does not address this category of operation and hence does not require VFR aircraft to be fitted with IFR equipment.
6.13	Aeroplane noise certification not issued in Papua New Guinea.
6.15.3 6.15.7*	The current GPWS requirement is limited to aeroplanes over 15 000 kg or authorized to carry more than 30 passengers.
6.18	Papua New Guinea legislation does not presently address ACAS — as with the GPWS requirement for smaller aircraft.
6.21.1* 6.21.2*	Papua New Guinea legislation does not call up such a requirement.

CHAPTER 7

7.2.2	Appropriate standards are presently being developed but are not yet addressed in Papua New Guinea legislation.
7.2.4 7.3	Papua New Guinea legislation does not call up such a requirement, although CAO 20.8 addresses this issue to some extent.

CHAPTER 8

8.1.2	Any licensed aircraft maintenance engineer licensed on type may release an aircraft to service without necessarily belonging to an approved organization.
8.1.3	An authorized person may sign a maintenance release irrespective of whether he is part of an approved organization or equivalent system.
8.4.3	Papua New Guinea legislation does not call up such a requirement.
8.5.2	This occurs in practice but is not specifically addressed in legislation.
8.7.5.1	Papua New Guinea legislation does not presently call up such a requirement.
8.7.5.3	No specific requirement in Papua New Guinea legislation in respect to assessing the competence of maintenance personnel. See 8.1.3 in respect to who may sign a maintenance release.

*Recommended Practice

CHAPTER 9

9.1.4 CAO 41.4 prescribes the requirements for a flight navigator's licence, but Papua New Guinea legislation does not specifically call up this Standard.

CHAPTER 13

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

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

*Recommended Practice

CHAPTER 4

4.3.6.2.1 Fuel and oil supply: aeroplanes are classified to two, either with reciprocating engines or with turbine engines.

CHAPTER 5

5.1.1 It is the responsibility of the operator to establish the aeroplane performance operating limitations.

5.2.5 The information related to performance is provided in the operating manual.

CHAPTER 9

9.4.1 Use of approved simulator to fulfil the recency requirements.

CHAPTER 6

6.15.6 From 1 January 2005, the Standard will be implemented.

6.17.2 From 1 January 2003, the Standard will be implemented.
6.17.5

6.18.1 From 24 September 2001, the Standard was implemented.

CHAPTER 1

Definitions	*Approach and landing operations using instrument approach procedures*. *Category II (Cat II) operation*. A Category II operation is defined with a decision height of 100 ft and a runway visual range of not less than 300 m.

CHAPTER 4

4.1.3	The national regulation does not contain a provision to keep facilities continuously available.
4.2.3.2	The national regulation does not include a ground qualification process.
4.2.5	Human Factors principles are not explicitly mentioned in the national regulation.
4.3.7.2	When refuelling with passengers on board, two-way communication by other suitable means between flight deck and ground crew is not addressed in national regulations.
4.3.8.2	Below 15 000 ft, only some of the passengers are provided with oxygen.
4.4.1.3	First part of the Standard not addressed in national regulations.
4.4.7	Coordination with ATS before transmission to the aeroplane.
4.4.8.1	The provisions refer to State aerodromes.
4.5.1	Duties of the pilot-in-command not considered.
4.7.4*	National regulations more stringent with established thresholds.

CHAPTER 5

5.3.1 5.3.2	No national requirement for obstacle data to be provided to enable the operator adequate obstacle avoidance accountability in the procedures, taking into account charting accuracy.

CHAPTER 6

6.1.3	No national requirement concerning Human Factors accountability when developing AOM.
6.3.10	No national requirement concerning where the flight records are to be located.
6.3.11.2	No requirement for the operator to preserve flight records following an accident or incident.
6.16.3	No requirement for the attendants' seats to be located near floor level or emergency exits.
6.17	The need for carrying two ELTs during a flight conducted over large sea areas began 1 January 2002.

*Recommended Practice

6.17.3 6.17.6	No requirement in the national regulations for automatic ELT.
6.18.1	From 1 January 2003, any aircraft with a certificated take-off mass in excess of 15 000 kg must be equipped with ACAS II.
6.18.4	No obligation for the ACAS II to comply with Annex 10, Volume IV.
6.20	No obligation for crew members while on flight deck duty to communicate through boom or throat microphones below the transition level/altitude.
6.21.1* 6.21.2*	No requirement for carrying a wind shear warning system.

CHAPTER 8

8.3.1	There are no specific requirements regarding the involvement of Human Factors in designing the maintenance programmes.
8.4.1 a), b) and c)	Twelve months instead of 90 days.
d)	Until next overhaul instead of 90 days.
e)	Until next maintenance check.
f)	Two years instead of one year.
8.4.2	As for 8.4.1.
8.7.5.3	The person signing the maintenance release is qualified according to JAR 66 and/or RACR-LPTA.
8.7.6.2	Two years instead of one year.

CHAPTER 9

9.4.1	Recent experience for pilot-in-command may be achieved in a simulator.

CHAPTER 11

11.2 a) 1)	JAR-OPS Subpart M asks for a procedure in the operator's manual to report to the certification authority and manufacturer. PINAC 13 asks for an occurrence report made by an operator after major defects but not for a procedure to be in the operator's manual.

CHAPTER 13

13.5.1*	Bomb blast attenuation is under study at the European level.

*Recommended Practice

27/9/02

CHAPTER 1

Definitions *Night*. The hours between sunset and sunrise.

Appendix 1

3. The Slovak regulation does not require lights to be displayed on the water.

CHAPTER 4

4.1.2 Not implemented.

4.2.4 The Civil Aviation Regulation Article 97.07.26 requires the operator to ensure that, when passengers are being carried, no emergency or abnormal situation shall be simulated. The requirement for cargo is not implemented.

4.4.1.2 Not implemented.
4.4.3
4.4.6*
4.6
4.7.1
4.7.2
4.7.4*

CHAPTER 5

5.2.3 Not implemented.

CHAPTER 6

6.7.3 Not implemented.
6.7.4*
6.15.2*
6.15.3
6.15.7*
6.18
6.21.1*
6.21.2*

CHAPTER 8

8.4.3 In the event of a temporary change of operator, the CAA has no means to mandate a transfer of records to the new operator.

8.5.1 Although the continuing airworthiness information is available at the operator's facility, the CAA does not mandate that continuing airworthiness information be transmitted to the CAA.

8.7.5.4 The CAA does not specify the type of initial and recurrent training programme necessary for maintenance personnel including training regarding human performance and coordination with other maintenance personnel and flight crew.

CHAPTER 9

9.4.3.2 Not implemented.
9.4.3.3

CHAPTER 10 Not implemented.

*Recommended Practice

CHAPTER 1

Definitions

Approach and landing operations using instrument approach procedures. Approach and landing with vertical guidance. Sweden has no definition.

Category II (CAT II) operations. Sweden uses a runway visual range of not less than 300 m.

Crew member. National definition differs.

Flight data analysis. No such definition.

Pilot-in-command. National definition differs.

CHAPTER 3

3.2.3
3.2.4 National definition differs.

CHAPTER 4

4.2.3.2 No such requirements.

4.3.6.2.1
4.3.6.2.2 Forty-five minutes for piston engine and 30 minutes for turbine engine.

4.3.7.2 No formal requirement for two-way communication established.

4.3.8.2 Sweden does not comply.

4.4.2 Sweden does not comply, but advisory material is published in AIP.

4.4.7 No formal requirements exists.

4.5.1 Responsibility differs.

4.6.2 Sweden has no such requirements.

CHAPTER 5

5.1.2
5.3.2 National requirements do not cover this.

CHAPTER 6

6.1.1
6.1.2
6.3.1.5
6.3.1.5.1
6.3.1.5.2 No such requirement.

6.3.1.8 No such requirement.
6.3.1.8.1
6.3.1.8.2
6.3.1.8.3
6.3.1.8.4
6.3.1.8.5
6.3.6

6.4.2 Sweden does not apply controlled VFR concept.

6.20 Sweden has no such requirements for VFR day operations.

6.21.1* Sweden has no such requirement.

CHAPTER 9

9.4.4 Check valid if issued within final three calendar months of previous validity period.

9.6 Sweden only regulates flight duty time/periods.

CHAPTER 10

10.1 Sweden has no such requirements.

*Recommended Practice

CHAPTER 6

6.3.1.5.1 Compliance will be effected on 1 January 2009.

CHAPTER 5

5.2.10 The Aviation Regulations of Turkmenistan require a positive net climb gradient at the level flight altitude recommended in the operations manual following failure of two power-units on aircraft with three or more power-units.

CHAPTER 6

6.3.1 The Aviation Regulations of Turkmenistan do not distinguish clearly between Type I and Type II (IIA) flight recorders.

6.17.7* The Aviation Regulations of Turkmenistan do not include requirements for mandatory carriage of an automatic ELT.

CHAPTER 11

11.4.1* The journey log book does not contain the names of all crew members (only the pilot-in-command and co-pilot), the duty assignments of crew members or the nature of the flight. This information is contained in the orders issued for each flight.

*Recommended Practice

General

With regard to references to "State of the Operator" (except paragraphs 4.2.6.1 and 4.2.6.2 — 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.

The Overseas Territories of the United Kingdom cannot necessarily accept responsibility for aeroplanes not on their register.

CHAPTER 1

Definitions

Approach and landing operations using instrument approach procedures. Subpart E of JAR-OPS 1 (Aeroplanes), now the sole United Kingdom code for aerodrome operating minima policy, specifies a minimum RVR that is 50 m less than the 350 m specified in the ICAO Category II definition.

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.

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.

CHAPTER 3

3.2 The United Kingdom does not explicitly require operators to establish an accident prevention and flight safety programme, including a flight data analysis programme.

CHAPTER 4

4.1.2 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.

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

4.2.7.4* 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.

4.2.8 The United Kingdom does not explicitly require operators to establish operational procedures designed to ensure that an aeroplane being used to conduct precision approaches crosses the threshold by a safe margin.

*Recommended Practice

4.3.7.2 The United Kingdom does not require operators to specify in their operations manuals this instruction on establishing two-way communication by means of the aeroplane's intercommunication system or other suitable means between ground crew supervising the refuelling and the qualified personnel on board the aeroplane.

4.4.7 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.

4.5.1 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.

4.6 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 6

6.1.3 The United Kingdom does not require operators to observe Human Factors principles in the design of the aircraft operating manual.

6.3.1.4* 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 U.K. register after 1 July 1981.

6.3.1.4.1 The United Kingdom does not prohibit this type of flight data recorder.

6.3.1.5
6.3.1.5.1
6.3.1.5.2 The United Kingdom has not promulgated any requirements for compliance with these Standards (which apply from 1 January 2005) on recording digital communications.

6.3.1.6* This type of recording is only allowed up to 5 700 kg.

6.3.1.8 Not all of the parameters listed are required by the U.K. CAA.

6.3.7.2* The United Kingdom has the same requirement but only for aircraft with C of A issued after 31 May 1990.

6.3.9.2*
6.3.9.3 The United Kingdom requires at least the last 30 minutes preceding removal of electrical power from the equipment.

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

6.15.1 The United Kingdom prescribes a ground proximity warning system implementation date of 1 October 2001 for all turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers.

6.15.2* The United Kingdom does not require compliance with this Recommendation.

*Recommended Practice

6.15.6 The United Kingdom prescribes an implementation date of 1 January 2005 for all turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 kg or authorized to carry more than 30 passengers that the Standard states shall be equipped by 1 January 2003 with a ground proximity warning system which has a predictive terrain warning function.

6.17.2
6.17.3
6.17.5
6.17.6 The United Kingdom does not require carriage of automatically activated emergency locator transmitters in public transport aeroplanes (over specified surfaces/locations).

6.17.7* The United Kingdom does not require carriage of automatically activated emergency locator transmitters in all public transport aeroplanes (over all surfaces/locations).

6.18.2 The United Kingdom does not require compliance with this Standard that will require from 1 January 2005 all turbine-engined aeroplanes with a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than 19 passengers to be equipped with an airborne collision avoidance system II.

6.18.3* The United Kingdom does not require carriage of an airborne collision avoidance system II in all public transport aeroplanes.

6.19 The United Kingdom does not require all public transport aeroplanes to be equipped with a pressure-altitude reporting transponder.

6.20 The United Kingdom proscribes the use of hand-held microphones below flight level 150 in controlled airspace.

6.21.1*
6.21.2* The United Kingdom does not prescribe these Recommendations for carriage of a forward-looking wind shear warning system.

CHAPTER 8

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

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

CHAPTER 10

10.1 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.

10.2*
10.3*
10.4* 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.

*Recommended Practice

CHAPTER 13

13.5.1* The United Kingdom does not currently prescribe that specialized means of attenuating and directing the blast should be provided for use in the least-risk bomb location.

Appendix 2

2. The United Kingdom does not explicitly require operators to establish an accident prevention and flight safety programme, including a flight data analysis programme.

*Recommended Practice

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.

CHAPTER 1

Definitions *Note.— The United States expresses distances in terms of feet and miles rather than metres. A significant number of North American operators and aircraft are not equipped with metric unit display.*

Aerodrome operating minima. The United States uses the term "landing minimums".

Approach and landing operations using instrument approach procedures:

Category I (CAT I) operation. For a Category I operation, the United States requires a decision height (DH) of not less than 200 ft and either visibility of not less than one-half mile or a runway visual range of 2 400 ft (RVR 1 800 ft with operative touchdown zone and runway centre line lights).

Category II (CAT II) operation. The United States requires that Category II provide approaches to minima of less than 200 ft decision height/2 400 ft runway visual range to as low as 100 ft decision height/1 200 ft runway visual range.

Category IIIB (CAT IIIB) operation. The United States criteria are the same as those adopted in Annex 6, Part I. However, the runway visual range is expressed in feet and less than 700 ft (200 m) but not less than 150 ft (50 m).

Cruising level. The United States air traffic control phraseology uses the term "cruising altitude".

Maintenance. The definition of maintenance in the United States regulations does not include modification or preventive maintenance and does include preservation.

Maximum mass. The United States Federal Regulations use the term "weight" and express "weight" in pounds.

CHAPTER 3

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

3.2 An operator is not required to establish and maintain an accident prevention and flight safety programme, though regulations pertaining to air carrier and commercial operator certification require that a sufficient number of personnel be available to ensure the highest degree of safety in its operations. This includes a Director of Safety position.

CHAPTER 4

4.1.3 The United States has no provisions requiring aerodromes to be continuously available during their published hours of operation.

4.2.2 The elements specifically required to be included in the operations manual of a United States air carrier are fewer in number than those specified in Appendix 2. Some commuter and on-demand operations do not require an operations manual.

4.2.3.2 The United States has no requirement that persons taxiing aircraft on the movement area of an aerodrome be qualified to use the radio.

4.2.4 For commuter and on-demand operations, there is no requirement that prohibits simulating emergency or abnormal situations when passengers or cargo are being carried.

4.2.9 For commuter and on-demand operations, operators are not required to maintain fuel and oil records showing compliance with the fuel and oil supply requirements of 4.3.6 of Annex 6, Part I.

4.2.9.2 For commuter and on-demand operations, there is no requirement that fuel and oil records be kept for three months. There is, however, a requirement that load manifests, which include fuel and oil records, be retained for 30 days.

4.3.3.2 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.

4.3.4.1.2 When determining the distance to a take-off alternate, the United States does not require commuter and on-demand operations to calculate engine inoperative configurations, but does require that the alternate must be within one-hour flying time (at normal cruising speed, in still air) of the aerodrome of departure.

4.3.4.2 For commuter and on-demand operations, the United States does not require the designation in a flight plan of an en-route alternate aerodrome for extended range operations by aeroplanes with two turbine power-units.

4.3.6.2.1 The United States specifies different requirements when determining destination alternates depending on the type of operation (e.g. flag, supplemental, on demand). The United States criteria for designating an alternate aerodrome include weather conditions as well as flight time from the destination airport.

4.3.6.3 Commuter and on-demand operations using aeroplanes equipped with turbo-jet engines are not required to meet the Standards contained in 4.3.6.3 when a destination alternate aerodrome is required.

4.3.6.3.1 a) and b) The fuel reserve requirements for commuter and on-demand operations are expressed in terms of flight time and do not include a specific altitude requirement.

4.3.6.3.2 The fuel reserve requirements for commuter and on-demand operations are expressed in terms of flight time and do not include a specific altitude requirement.

4.3.6.4 d) and e) When computing fuel and oil requirements, the United States does not require commuter and on-demand operators to include in the operations manual required procedures in the case of loss of pressurization and other contingencies that may delay the landing of the aeroplane or increase fuel and/or oil consumption.

4.3.7.2 When refuelling with passengers embarking, on board, or disembarking an aeroplane, the United States does not require two-way communication between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane. Refuelling safety procedures in the United States are contained in each operator's approved operating manual.

4.3.8 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.

4.3.8.2 The United States requires descent within four minutes to 14 000 ft, not 13 000 ft, in the event of loss of pressurization. For commuter and on-demand operations, the descent altitude is 15 000 ft.

4.4.4.4 The United States does not require all flight crew members occupying 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.

4.6.1 A flight dispatcher is not required for commuter and on-demand operations.

4.7.1 to 4.7.3 The United States has not established regulations for commuter and on-demand operations specifying a threshold time to meet ETOPS requirements. However, flight operations up to 180 minutes away from an adequate alternate aerodrome are carried out by means of a special administrative authorization. ETOPS operations for air carriers are conducted via operations specifications and advisory material C2PPOC.

CHAPTER 5

5.1.2 Commuter and on-demand operators are permitted to carry passengers in single-engined aircraft in IFR conditions provided certain equipment requirements are met. There is no requirement that single-engined aeroplanes be operated in conditions of weather and light and over routes that would permit a safe forced landing to be executed in the event of engine failure. The United States prohibits air carriers from operating single-engined aircraft.

5.2.7 d) The United States employs a runway use programme to provide for noise sensitive areas.

5.2.8.1 The United States has no provision requiring that the loss, if any, of runway length due to alignment of the aeroplane prior to take-off be accounted for when determining the length of the runway available.

5.3.1 Aeroplanes certified under Part 23 (Commuter category aeroplanes) are not type certificated to meet the performance requirements of 5.3.1.

CHAPTER 6

General In addition to the aeroplane instruments and equipment Standards prescribed in Annex 6, Part I, Chapter 6, the United States requires that all United States-registered turbojet-powered aeroplanes, wherever operated, be equipped with an altitude-alerting system or device. The United States also requires that all transport category aeroplanes used in air commerce in the United States and all United States-registered transport category aeroplanes used in air commerce outside the United States must use an aural speed warning device.

6.1.3 The United States does not require the design of the aircraft operating manual to observe Human Factors principles. United States aircraft operating manual design requirements are covered by policy and guidance material.

6.3.1.1 Engine power, configuration and operation are not recorded on flight data recorders installed in large aeroplanes having a United States original type certificate issued on or before 30 September 1969, which are certificated for operations above 25 000 ft altitude or are turbine-engine powered. Engine operation is not recorded on flight data recorders installed on large aeroplanes having a United States original type certificate issued before 30 September 1969, which are certificated for operations above 25 000 ft altitude or are turbine-powered.

6.3.1.2 Neither engine power nor configuration of lift and drag devices are recorded on flight data recorders installed in large aeroplanes having a United States original type certificate issued on or before 30 September 1969, which are certificated for operations above 25 000 ft altitude or are turbine-engine powered.

6.3.5.1 The United States does not require flight data recorders that record the referenced parameters for all aircraft meeting this weight criterion. When operated by commuter and on-demand operators, multi-engine, turbine-powered aeroplanes that meet this weight criterion and were registered in the United States 11 October 1991 must be equipped with a flight data recorder that records time, altitude, airspeed, normal acceleration and heading, as well as other parameters.

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

6.5.1 b) Seaplanes are not required to have equipment for making the sound signals prescribed in the International Regulations for Preventing Collisions at Sea.

c) Seaplanes are not required to be equipped with one sea anchor (drogue).

6.5.3.1 The United States defines extended over water operations for aircraft other than helicopters as an operation over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.

6.6 Aeroplanes 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.

6.15.2* A ground proximity warning system is not required on piston-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or those authorized to carry more than nine passengers.

6.15.5 The United States has not required ground proximity warning systems having a predictive terrain hazard warning function to be installed on all turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 kg or authorized to carry more than 30 passengers, for which the individual certificate of airworthiness is first issued on or after 1 January 2001. All United States-registered turbine-powered aeroplanes configured with six or more passenger seats produced after 29 March 2002, must be equipped with a terrain awareness and warning system.

6.15.6 The United States has not required ground proximity warning systems having a predictive terrain hazard warning function to be installed on all turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 kg or authorized to carry more than 30 passengers from 1 January 2003. All United States-registered turbine-powered aeroplanes configured with six or more passenger seats produced after 29 March 2002, must be equipped with a terrain awareness and warning system by 29 March 2005.

6.15.7* A ground proximity warning system that has a predictive terrain hazard warning function is not required on all turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers. All United States-registered turbine-powered aeroplanes configured with six or more passenger seats produced after 29 March 2002, must be equipped with a terrain awareness and warning system.

6.17.1 to 6.17.7* Emergency locator transmitters are not required for turbo-jet powered aircraft; aircraft engaged in scheduled flights by scheduled air carriers; or aircraft being used to show compliance with regulations or crew training.

*Recommended Practice

6.18.1 The United States does not require an aeroplane engaged in cargo operations only to be equipped with an airborne collision avoidance system (ACAS II). Only passenger-carrying operations are affected.

In addition to the Standards prescribed in Annex 6, Part I, 6.18.1 through 6.18.3, for United States-registered turbine-powered aeroplanes and United States operators of such aircraft, the United States requires all foreign air carriers operating a turbine-powered aeroplane having more than 10 passenger seats (excluding pilot seats) to be equipped with an airborne collision and avoidance system for flights within the United States. For aeroplanes with 30 or more passenger seats (excluding pilot seats), an ACAS II unit meeting TSO-C119 specifications is required. The ICAO Standard does not require compliance until January 2003 for aeroplanes with 30 or more passenger seats and January 2005 for aeroplanes with 19 or more passenger seats.

6.18.2 6.18.3* In addition to the Standards prescribed in Annex 6, Part I, 6.18.1 through 6.18.3, for United States-registered turbine-powered aeroplanes and United States operators of such aircraft, the United States requires all foreign air carriers operating a turbine-powered aeroplane having more than 10 passenger seats (excluding pilot seats) to be equipped with an airborne collision and avoidance system for flights within the United States. For aeroplanes with 30 or more passenger seats (excluding pilot seats), an ACAS II unit meeting TSO-C119 specifications is required. The ICAO Standard does not require compliance until January 2003 for aeroplanes with 30 or more passenger seats and January 2005 for aeroplanes with 19 or more passenger seats.

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

CHAPTER 7

7.2.1 The United States does not require an aeroplane 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).

7.2.2 a) The United States does not require an aeroplane operating in MNPS airspace to be equipped with equipment which continuously provides indications to the flight crew of adherence to or departure from a specific track. The United States does not allow a United States-registered civil aircraft to operate in MNPS-designated airspace unless that aircraft has approved navigational performance capability that complies with a 14 CFR 91 Appendix C and is authorized by the FAA Administrator to perform such operations.

CHAPTER 8

8.3 The United States does not require commuter and on-demand operators to have a maintenance programme for aeroplanes with nine or fewer seats.

8.3.1 The United States does not require that an operator's maintenance programme to observe Human Factors principles.

*Recommended Practice

8.4.2 The United States requires that records of work be retained until the work is repeated, superseded by other work or for one year after the work is performed, but does not require the records be retained after the unit has been permanently withdrawn from service.

8.7 The United States permits commuter and on-demand operators to have maintenance work performed either by an approved maintenance organization or by a certified mechanic or persons under the supervision of a certified mechanic.

8.7.5.4 The United States does not require maintenance personnel to be trained in knowledge and skills related to human performance, or maintenance training programmes to include human performance training.

8.7.6.2 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 9

9.1.2 The United States does not require flight crew members to have a separate licence to operate the radio.

9.4.1 The United States allows for the pilot-in-command to gain recency of experience in a flight simulator.

9.4.3.2 Pilots engaged in commuter and on-demand operations are not required to demonstrate an adequate knowledge in the areas listed in 9.4.3.2.

a) 4) Pilots engaged in air carrier operations are not required to demonstrate an adequate knowledge of search and rescue procedures.

9.4.3.3 The pilot-in-command of commuter and on-demand operations is not required to have made an actual approach into each aerodrome of landing on the route, accompanied by a pilot who is qualified for the aerodrome.

9.4.3.5 Commuter and on-demand operators are not restricted from using a pilot as a pilot-in-command on a route where the pilot has not, within the preceding 12 months, made at least one trip between the terminal points of that route as a pilot member of the flight crew, or as a check pilot, or as an observer on the flight deck.

9.4.4 The second-in-command is not required to demonstrate proficiency twice during a one-year period to either a check pilot of the operator or to a representative of the State of the Operator. However, air carrier pilots other than the pilot-in-command are required to demonstrate proficiency once a year. Under the FAA's Advanced Qualification Programme (AQP), air carrier pilots are not required 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.

9.5 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 10

10.1
10.2*
10.3*
10.4*

Flight dispatchers are not required for commuter and on-demand operations. Due to the limited size and scope of commuter and on-demand operators, only flight locating procedures are employed with non-licensed individuals.

*Recommended Practice

CHAPTER 13

13.2 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.

Appendix 2 Many of the content areas for the operations manual described in Annex 6, Part I, Appendix 2, are not required in United States operations manuals (i.e. accident prevention and safety programme; search and rescue; Human Factors).

CHAPTER 3

3.2	The flight data analysis programme is not included.

CHAPTER 4

4.1.3 4.2.2 4.2.3.2 4.2.4 4.2.10.4	Not envisaged. Under study.
4.3.4.2	Not envisaged. No ETOPS operations are being conducted using aeroplanes of Uruguayan registry.
4.5.5	Not envisaged. Under study.
4.7	Not envisaged. No ETOPS operations are being conducted using aeroplanes of Uruguayan registry.

CHAPTER 6

6.13 6.15.5 6.15.6 6.15.7*	Not envisaged. Under study.
6.17	Only one ELT is required. Under study.
6.18.3* 6.20	Not envisaged. Under study.

CHAPTER 7

7.2.3	Not envisaged. An agreement must be reached at the regional level in order to implement vertical separation minimum (VSM).

CHAPTER 11

11.5 11.6	Not envisaged. Under study.

*Recommended Practice