Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	**INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES** **CHAPTER 1. DEFINITIONS** When the following terms are used in the Standards and Recommended Practices for international operations with helicopters, they have the following meanings: ***Aerial work.*** An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Aerodrome.*** A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Aircraft.*** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.	CV CAR 1.F	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Aircraft operating manual.*** A manual, acceptable to the State of the Operator, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft. *Note.— The aircraft operating manual is part of the operations manual.*	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Air operator certificate (AOC).*** A certificate authorizing an operator to carry out specified commercial air transport operations.	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Air traffic service (ATS).*** A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Airworthy.*** The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation.	CV CAR 5.A.115.	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Alternate heliport.*** A heliport to which a helicopter may proceed when it becomes either impossible or inadvisable to proceed to or to land at the heliport of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate heliports include the following: *Take-off alternate*. An alternate heliport at which a helicopter would be able to land should this become necessary shortly after take-off and it is not possible to use the heliport of departure. *En-route alternate*. An alternate heliport at which a helicopter would be able to land in the event that a diversion becomes necessary while en route. *Destination alternate*. An alternate heliport at which a helicopter would be able to land should it become either impossible or inadvisable to land at the heliport of intended landing. *Note.— The heliport from which a flight departs may be an en-route or a destination alternate heliport for that flight*.	CV CAR 16.A.115.CV CAR 17.A.115	No Difference		
Chapter 1 Reference **Definition**	***Approach and landing phase — helicopters.*** That part of the flight from 300 m (1 000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or from the commencement of the descent in the other cases, to landing or to the balked landing point.	CV CAR 1.FCV CAR 8..115	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Appropriate airworthiness requirements.*** The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration.	CV CAR 55.A.115 (29)	No Difference		
Chapter 1 Reference **Definition**	***Area navigation (RNAV).*** A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these. *Note.— Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.*	CV CAR 1.FCV CAR 7.A.115CV CAR 8.A.115	No Difference		
Chapter 1 Reference **Definition**	***Cabin crew member.*** A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Combined vision system (CVS).*** A system to display images from a combination of an enhanced vision system (EVS) and a synthetic vision system (SVS).	CV CAR 7.A.115	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Commercial air transport operation.*** An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.	CV CAR 1.FCV CAR 12.A.115	No Difference		
Chapter 1 Reference **Definition**	***Configuration deviation list (CDL).*** A list established by the organization responsible for the type design with the approval of the State of Design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction.	CV CAR NI: 9.C.105, parte B, 8.	No Difference		
Chapter 1 Reference **Definition**	***Congested area.*** In relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes.	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Congested hostile environment.*** A hostile environment within a congested area.		Not Applicable		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Continuing airworthiness.*** The set of processes by which an aircraft, engine, rotor or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.	CV CAR 5.A.115	No Difference		
Chapter 1 Reference **Definition**	***Continuing airworthiness records.*** Records which are related to the continuing airworthiness status of an aircraft, engine, rotor or associated part.		Less protective or partially implemented or not implemented	Not implemented	
Chapter 1 Reference **Definition**	***Continuous descent final approach (CDFA).*** A technique, consistent with stabilized approach procedures, for flying the final approach segment of a non-precision instrument approach procedure as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 15 m (50 ft) above the landing runway threshold or the point where the flare manoeuvre should begin for the type of aircraft flown.	CV CAR 8.H.135	No Difference		
Chapter 1 Reference **Definition**	***Crew member.*** A person assigned by an operator to duty on an aircraft during a flight duty period.	CV CAR 12.A.115CV CAR 18.A.115	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Dangerous goods.*** Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions. *Note.— Dangerous goods are classified in Annex 18, Chapter 3.*	CV CAR 18.A.115	No Difference		
Chapter 1 Reference **Definition**	***Decision altitude (DA)*** *or* ***decision height (DH).*** A specified altitude or height in a three-dimensional (3D) instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established. *Note 1.— Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation.* *Note 2.— The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In Category III operations with a decision height the required visual reference is that specified for the particular procedure and operation.* *Note 3.— For convenience where both expressions are used they may be written in the form "decision altitude/height" and abbreviated "DA/H".*	CV CAR 1.FCV CAR 7.A.115CV CAR 8.A.115	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Defined point after take-off (DPATO).*** The point, within the take-off and initial climb phase, before which the helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required. *Note.— Defined points apply to helicopters operating in performance Class 2 only.*	CV CAR 8.A.115	No Difference		
Chapter 1 Reference **Definition**	***Defined point before landing (DPBL).*** The point, within the approach and landing phase, after which the helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required. *Note.— Defined points apply to helicopters operating in performance Class 2 only.*	CV CAR 8.A.115	No Difference		
Chapter 1 Reference **Definition**	***Duty***. Any task that flight or cabin crew members are required by the operator to perform, including, for example, flight duty, administrative work, training, positioning and standby when it is likely to induce fatigue.	Decreto-lei nº 66/2009	No Difference		
Chapter 1 Reference **Definition**	***Duty period***. A period which starts when a flight or cabin crew member is required by an operator to report for or to commence a duty and ends when that person is free from all duties.	CV-CAR 1 1.F (a) Decreto-lei nº 66/2009	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Electronic flight bag (EFB).*** An electronic information system, comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties.	CV CAR 7.B.150	No Difference		
Chapter 1 Reference **Definition**	***Elevated heliport.*** A heliport located on a raised structure on land.		Less protective or partially implemented or not implemented	Not listed in definitions	To be incorporated in the CV-CARs by the end of 2018

Report on entire Annex

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Chapter 1 Reference **Definition**	***Emergency locator transmitter (ELT).*** A generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated. An ELT may be any of the following: *Automatic fixed ELT (ELT(AF)).* An automatically activated ELT which is permanently attached to an aircraft. *Automatic portable ELT (ELT(AP)).* An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft. *Automatic deployable ELT (ELT(AD)).* An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided. *Survival ELT (ELT(S)).* An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.	CV CAR 7.A.115	No Difference		
Chapter 1 Reference **Definition**	***Engine.*** A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable).	CV CAR 1.F	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Enhanced vision system (EVS).*** A system to display electronic real-time images of the external scene achieved through the use of image sensors. *Note.— EVS does not include night vision imaging systems (NVIS).*	CV CAR 7.A.115	No Difference		
Chapter 1 Reference **Definition**	***En-route phase.*** That part of the flight from the end of the take-off and initial climb phase to the commencement of the approach and landing phase. *Note.— Where adequate obstacle clearance cannot be guaranteed visually, flights must be planned to ensure that obstacles can be cleared by an appropriate margin. In the event of failure of the critical engine, operators may need to adopt alternative procedures.*	CV CAR 2.1.A.115CV CAR 8.A.115	No Difference		
Chapter 1 Reference **Definition**	***Fatigue***. A physiological state of reduced mental or physical performance capability resulting from sleep loss, extended wakefulness, circadian phase, and/or workload (mental and/or physical activity) that can impair a person's alertness and ability to adequately perform safety-related operational duties.	CV-CAR 8 8.A.115 (61)	No Difference		
Chapter 1 Reference **Definition**	***Fatigue risk management system (FRMS)***. A data-driven means of continuously monitoring and managing fatigue-related safety risks, based upon scientific principles and knowledge as well as operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness.	CV-CAR 8 8.A.115 (151)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Final approach and take-off area (FATO).*** A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by helicopters operating in performance Class 1, the defined area includes the rejected take-off area available.	CV CAR 20.A.115 (17)	No Difference		
Chapter 1 Reference **Definition**	***Final approach segment (FAS)***. That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.	CV-CAR 8.A.115 (161)	More Exacting or Exceeds		
Chapter 1 Reference **Definition**	***Flight crew member.*** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Flight duty period.*** A period which commences when a flight or cabin crew member is required to report for duty that includes a flight or a series of flights and which finishes when the aircraft finally comes to rest and the engines are shut down at the end of the last flight on which he/she is a crew member.	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Flight manual.*** A manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft.	CV CAR 1.F	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Flight operations officer/flight dispatcher.*** A person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, suitably qualified in accordance with Annex 1, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight.	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Flight plan.*** Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Flight recorder.*** Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation. *Automatic deployable flight recorder (ADFR).* A combination flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft.	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Flight safety documents system.*** A set of interrelated documentation established by the operator, compiling and organizing information necessary for flight and ground operations, and comprising, as a minimum, the operations manual and the operator's maintenance control manual.	CV CAR 1.F	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Flight simulation training device.*** Any one of the following three types of apparatus in which flight conditions are simulated on the ground: *A flight simulator,* which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated; *A flight procedures trainer,* which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class; *A basic instrument flight trainer,* which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.	CV CAR 8.A.115 (53)	No Difference		
Chapter 1 Reference **Definition**	***Flight time — helicopters.*** The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.	CV CAR 1.F	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***General aviation operation.*** An aircraft operation other than a commercial air transport operation or an aerial work operation.	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Ground handling.*** Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services.	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Head-up display (HUD).*** A display system that presents flight information into the pilot's forward external field of view.	CV CAR 7.A.115 (13)	No Difference		
Chapter 1 Reference **Definition**	***Helicopter.*** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes. *Note.— Some States use the term "rotorcraft" as an alternative to "helicopter".*	CV CAR 4.A.115 (11)	No Difference		
Chapter 1 Reference **Definition**	***Helideck.*** A heliport located on a floating or fixed offshore structure.	CV CAR 1.F	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Heliport.*** An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters. *Note 1.— Throughout this Part, when the term "heliport" is used, it is intended that the term also applies to aerodromes primarily meant for the use of aeroplanes.* *Note 2.— Helicopters may be operated to and from areas other than heliports.*	CV CAR 1.FCV CAR 8.A.115.CV CAR 20.A 115	No Difference		
Chapter 1 Reference **Definition**	***Heliport operating minima.*** The limits of usability of a heliport for: a) take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions; b) landing in 2D instrument approach operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions; and c) landing in 3D instrument approach operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the type and/or category of the operation.	CV CAR 1.FCV CAR 8.A.115CV CAR 20.A.115 (51)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Hostile environment.*** An environment in which: a) a safe forced landing cannot be accomplished because the surface and surrounding environment are inadequate; or b) the helicopter occupants cannot be adequately protected from the elements; or c) search and rescue response/capability is not provided consistent with anticipated exposure; or d) there is an unacceptable risk of endangering persons or property on the ground.		Less protective or partially implemented or not implemented	Not listed in the definitions	There is an instruction in CV CAR NI: 8.G.205but not a definition.
Chapter 1 Reference **Definition**	***Human Factors principles.*** Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.	CV CAR 9.A.115 (23)	No Difference		
Chapter 1 Reference **Definition**	***Human performance.*** Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.	CV CAR 1.F	No Difference		

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Chapter 1 Reference **Definition**	***Instrument approach operations.*** An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations: a) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and b) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance. *Note.— Lateral and vertical navigation guidance refers to the guidance provided either by:* *a) a ground-based radio navigation aid; or* *b) computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.*	CV CAR 8.A.115 (92)	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Instrument approach procedure (IAP).*** A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows: *Non-precision approach (NPA) procedure.* An instrument approach procedure designed for 2D instrument approach operations Type A. *Note.— Non-precision approach procedures may be flown using a continuous descent final approach (CDFA) technique. CDFAs with advisory VNAV guidance calculated by on-board equipment are considered 3D instrument approach operations. CDFAs with manual calculation of the required rate of descent are considered 2D instrument approach operations. For more information on CDFAs, refer to PANS-OPS (Doc 8168), Volume I, Part II, Section 5.* *Approach procedure with vertical guidance (APV).* A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A. *Precision approach (PA) procedure.* An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS CAT I) designed for 3D instrument approach operations Type A or B. *Note.— Refer to Section II, Chapter 2, 2.2.8.3, for instrument approach operation types*.	CV CAR 1.F	No Difference		

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Chapter 1 Reference **Definition**	***Instrument meteorological conditions (IMC).*** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling*, less than the minima specified for visual meteorological conditions. *Note.— The specified minima for visual meteorological conditions are contained in Chapter 4 of Annex 2.* --- * As defined in Annex 2.	CV CAR 1.FCV CAR 2.1.A.115	No Difference		
Chapter 1 Reference **Definition**	***Integrated survival suit.*** A survival suit which meets the combined requirements of the survival suit and life jacket.		Less protective or partially implemented or not implemented		Procedures in CV CAR 7.I but not in definitions
Chapter 1 Reference **Definition**	***Landing decision point (LDP).*** The point used in determining landing performance from which, an engine failure occurring at this point, the landing may be safely continued or a balked landing initiated. *Note.— LDP applies only to helicopters operating in performance Class 1.*	CV CAR 8.A.115 (136)	No Difference		
Chapter 1 Reference **Definition**	***Maintenance.***† The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair. --- † Applicable until 4 November 2020.	CV CAR 1.F	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Maintenance.***†† The performance of tasks on an aircraft, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft, engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair. --- †† Applicable as of 5 November 2020.	CV CAR 55.A.115 (22)	No Difference		
Chapter 1 Reference **Definition**	***Maintenance organization's procedures manual.*** A document endorsed by the head of the maintenance organization which details the maintenance organization's structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems.	CV CAR 6.A.115 (21)	No Difference		
Chapter 1 Reference **Definition**	***Maintenance programme.*** A document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies.	CV CAR 8.A.115 (135)	No Difference		
Chapter 1 Reference **Definition**	***Maintenance release.***† A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organization's procedures manual or under an equivalent system. --- † Applicable until 4 November 2020.	CV CAR 6.A.115 (11)	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Maintenance release.***†† A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner in accordance with appropriate airworthiness requirements. ---------- †† Applicable as of 5 November 2020.	CV-CAR 5 5.A.115 (10)	No Difference		
Chapter 1 Reference **Definition**	***Master minimum equipment list (MMEL).*** A list established for a particular aircraft type by the organization responsible for the type design with the approval of the State of Design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight. The MMEL may be associated with special operating conditions, limitations or procedures.	CV CAR 1.F	More Exacting or Exceeds		
Chapter 1 Reference **Definition**	***Maximum mass.*** Maximum certificated take-off mass.	CV CAR 1.F	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Minimum descent altitude (MDA)*** or ***minimum descent height (MDH).*** A specified altitude or height in a 2D instrument approach operation or circling approach operation below which descent must not be made without the required visual reference. *Note 1.— Minimum descent altitude (MDA) is referenced to mean sea level and minimum descent height (MDH) is referenced to the aerodrome elevation or to the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. A minimum descent height for a circling approach is referenced to the aerodrome elevation.* *Note 2.— The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach the required visual reference is the runway environment.* *Note 3.— For convenience when both expressions are used they may be written in the form "minimum descent altitude/ height" and abbreviated "MDA/H".*	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Minimum equipment list (MEL).*** A list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for the aircraft type.	CV CAR 1.F	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Modification.*** A change to the type design of an aircraft, engine or propeller. *Note.— A modification may also include the embodiment of the modification which is a maintenance task subject to a maintenance release. Further guidance on aircraft maintenance — modification and repair is contained in the* Airworthiness Manual *(Doc 9760.*	CV CAR 55.A.115 (24)	No Difference		

Report on entire Annex

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

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Night.*** The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority. *Note.— Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.*	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Non-congested hostile environment.*** A hostile environment outside a congested area.		Less protective or partially implemented or not implemented	Not listed in the CV-CARs	To be included by the end of 2019.
Chapter 1 Reference **Definition**	***Non-hostile environment.*** An environment in which: a) a safe forced landing can be accomplished because the surface and surrounding environment are adequate; b) the helicopter occupants can be adequately protected from the elements; c) search and rescue response/capability is provided consistent with anticipated exposure; and d) the assessed risk of endangering persons or property on the ground is acceptable. *Note.— Those parts of a congested area satisfying the above requirements are considered non-hostile.*		Less protective or partially implemented or not implemented	Not listed in the CV-CARs	To be included by the end of 2019.

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Obstacle clearance altitude (OCA)*** or ***obstacle clearance height (OCH).*** The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria. *Note 1.— Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approach procedures to the aerodrome elevation or the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. An obstacle clearance height for a circling approach procedure is referenced to the aerodrome elevation.* *Note 2.— For convenience when both expressions are used they may be written in the form "obstacle clearance altitude/height" and abbreviated "OCA/H".*	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Offshore operations.*** Operations which routinely have a substantial proportion of the flight conducted over sea areas to or from offshore locations. Such operations include, but are not limited to, support of offshore oil, gas and mineral exploitation and sea-pilot transfer.		Less protective or partially implemented or not implemented	Not listed in the CV-CARs	To be included by the end of 2019.
Chapter 1 Reference **Definition**	***Operation.*** An activity or group of activities which are subject to the same or similar hazards and which require a set of equipment to be specified, or the achievement and maintenance of a set of pilot competencies, to eliminate or mitigate the risk of such hazards. *Note.— Such activities could include, but would not be limited to, offshore operations, heli-hoist operations or emergency medical service.*		Less protective or partially implemented or not implemented	Not listed in the CV-CARs	To be included by the end of 2019.

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Operational control.*** The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.	CV CAR 3.A.115 (11)	No Difference		
Chapter 1 Reference **Definition**	***Operational flight plan.*** The operator's plan for the safe conduct of the flight based on considerations of helicopter performance, other operating limitations and relevant expected conditions on the route to be followed and at the heliports concerned.	CV CAR 9.A.115 (22)	No Difference		
Chapter 1 Reference **Definition**	***Operations in performance Class 1.*** Operations with performance such that, in the event of a critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, unless the failure occurs prior to reaching the take-off decision point (TDP) or after passing the landing decision point (LDP), in which cases the helicopter must be able to land within the rejected take-off or landing area.	CV CAR 8.A.115 (102)	No Difference		
Chapter 1 Reference **Definition**	***Operations in performance Class 2.*** Operations with performance such that, in the event of critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, except when the failure occurs early during the take-off manoeuvre or late in the landing manoeuvre, in which cases a forced landing may be required.	CV CAR 8.A.115 (103)	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Operations in performance Class 3.*** Operations with performance such that, in the event of an engine failure at any time during the flight, a forced landing will be required.	CV CAR 8.A.115 (104)	No Difference		
Chapter 1 Reference **Definition**	***Operations manual.*** A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.	CV CAR 9.A.115 (18)	No Difference		
Chapter 1 Reference **Definition**	***Operations specifications.*** The authorizations, conditions and limitations associated with the air operator certificate and subject to the conditions in the operations manual.	CV CAR 9.A.115 (12)	No Difference		
Chapter 1 Reference **Definition**	***Operator.*** The person, organization or enterprise engaged in or offering to engage in an aircraft operation.	CV CAR 12.A.115 (81)	No Difference		
Chapter 1 Reference **Definition**	***Operator's maintenance control manual.*** A document which describes the operator's procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator's aircraft on time and in a controlled and satisfactory manner.	CV CAR 9.A.115 (16)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Performance-based communication (PBC).*** Communication based on performance specifications applied to the provision of air traffic services. *Note.— An RCP specification includes communication performance requirements that are allocated to system components in terms of the communication to be provided and associated transaction time, continuity, availability, integrity, safety and functionality needed for the proposed operation in the context of a particular airspace concept.*	CV-CAR 7.A.110 (12)	No Difference		
Chapter 1 Reference **Definition**	***Performance-based navigation (PBN).*** Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace. *Note.— Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.*	CV CAR 7.A.115 (32)	No Difference		
Chapter 1 Reference **Definition**	***Performance-based surveillance (PBS).*** Surveillance based on performance specifications applied to the provision of air traffic services. *Note.— An RSP specification includes surveillance performance requirements that are allocated to system components in terms of the surveillance to be provided and associated data delivery time, continuity, availability, integrity, accuracy of the surveillance data, safety and functionality needed for the proposed operation in the context of a particular airspace concept.*	CV-CAR 7.A.110 (69)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Pilot-in-command.*** The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.	CV CAR 8.A.115 (120)CV CAR 16.A.115CV CAR 18.A.115 (30)	No Difference		
Chapter 1 Reference **Definition**	***Point of no return.*** The last possible geographic point at which an aircraft can proceed to the destination aerodrome as well as to an available en-route alternate aerodrome for a given flight.	8.A.115 (153)	No Difference		
Chapter 1 Reference **Definition**	***Psychoactive substances.*** Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***Repair.***† The restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the issuance of the type certificate for the respective aircraft type, after it has been damaged or subjected to wear. --- † Applicable until 4 November 2020.	CV CAR 1.F	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***Repair.***†† The restoration of an aircraft, engine or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements after it has been damaged or subjected to wear. ---------- †† Applicable as of 5 November 2020.	CV CAR 5.A.115 (28)CV CAR 1.F (a)	No Difference		
Chapter 1 Reference **Definition**	***Required communication performance (RCP) specification.*** A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based communication.	CV CAR 7.A.115	No Difference		
Chapter 1 Reference **Definition**	***Required surveillance performance (RSP) specification.*** A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based surveillance.	CV CAR 15.A.115	No Difference		
Chapter 1 Reference **Definition**	***Rest period.*** A continuous and defined period of time, subsequent to and/or prior to duty, during which flight or cabin crew members are free of all duties.	D.L.66/2009	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***Runway visual range (RVR).*** The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.	CV CAR 8.A.115 (12) CV CAR16.A.115CV CAR20.A.115	No Difference		
Chapter 1 Reference **Definition**	***Safe forced landing.*** Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.	CV CAR 8.A.115 (29)	No Difference		
Chapter 1 Reference **Definition**	***Safety management system (SMS).*** A systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.	CV CAR 21.A.115 (33)	No Difference		
Chapter 1 Reference **Definition**	***Series of flights.*** Series of flights are consecutive flights that: a) begin and end within a period of 24 hours; and b) are all conducted by the same pilot-in-command.		Less protective or partially implemented or not implemented	Not listed in the CV-CARs	To be included by the end of 2019.

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **Definition**	***State of Registry.*** The State on whose register the aircraft is entered. *Note.— In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in* Policy and Guidance Material on the Economic Regulation of International Air Transport *(Doc 9587).*	CV CAR 1.F	No Difference		
Chapter 1 Reference **Definition**	***State of the Aerodrome.*** The State in whose territory the aerodrome is located. *Note.— State of the Aerodrome includes heliports and landing locations.*	CV-CAR 8.A.115 (66)	No Difference		
Chapter 1 Reference **Definition**	***State of the Operator.*** The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.	CV CAR 18.A.115 (11)	No Difference		
Chapter 1 Reference **Definition**	***Synthetic vision system (SVS).*** A system to display data-derived synthetic images of the external scene from the perspective of the flight deck.	CV CAR 7.A.115 (57)	No Difference		

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Chapter 1 Reference **Definition**	***Take-off and initial climb phase.*** That part of the flight from the start of take-off to 300 m (1 000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or to the end of the climb in the other cases.	CV CAR 20,A,115 (17)	No Difference		
Chapter 1 Reference **Definition**	***Take-off decision point (TDP).*** The point used in determining take-off performance from which, an engine failure occurring at this point, either a rejected take-off may be made or a take-off safely continued. *Note.— TDP applies only to helicopters operating in performance Class 1.*	CV CAR 8.A.115 (137)	No Difference		
Chapter 1 Reference **Definition**	***Visual meteorological conditions (VMC).*** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling,* equal to or better than specified minima. *Note.— The specified minima are contained in Chapter 4 of Annex 2.* --- * As defined in Annex 2.	CV CAR 1.FCV CAR 9.A.115 (7)	No Difference		

Report on entire Annex

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Chapter 1 Reference **Definition**	***VTOSS.*** The minimum speed at which climb shall be achieved with the critical engine inoperative, the remaining engines operating within approved operating limits. *Note.— The speed referred to above may be measured by instrument indications or achieved by a procedure specified in the flight manual.*		Less protective or partially implemented or not implemented	Not listed in the CV-CARs	To be included by the end of 2019.

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 2 Reference **2** **Standard**	**CHAPTER 2. APPLICABILITY** The Standards and Recommended Practices contained in Annex 6, Part III, shall be applicable to all helicopters engaged in international commercial air transport operations or in international general aviation operations, except that these Standards and Recommended Practices are not applicable to helicopters engaged in aerial work. *Note 1.— Standards and Recommended Practices applicable to the operation of aeroplanes by operators authorized to conduct international commercial air transport operations are to be found in Annex 6, Part I.* *Note 2.— Standards and Recommended Practices applicable to international general aviation operations with aeroplanes are to be found in Annex 6, Part II.*	CV CAR part 7, 8 and 9, introduction.CV-CAR 7, 7.A.110 CV-CAR 8, 8.A.110CV-CAR 9, 9.A.110	No Difference		

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Chapter 1 Reference **1.1.1** **Standard**	**CHAPTER 1. GENERAL** *Note 1.— Although the Convention on International Civil Aviation allocates to the State of Registry certain functions which that State is entitled to discharge, or obligated to discharge, as the case may be, the Assembly recognized, in Resolution A23-13 that the State of Registry may be unable to fulfil its responsibilities adequately in instances where aircraft are leased, chartered or interchanged — in particular without crew — by the operator of another State and that the Convention may not adequately specify the rights and obligations of the State of the operator in such instances until such time as Article 83* bis *of the Convention enters into force. Accordingly, the Council urged that if, in the above-mentioned instances, the State of Registry finds itself unable to discharge adequately the functions allocated to it by the Convention, it delegate to the State of the Operator, subject to acceptance by the latter State, those functions of the State of Registry that can more adequately be discharged by the State of the Operator. It was understood that pending entry into force of Article 83* bis *of the Convention the foregoing action would only be a matter of practical convenience and would not affect either the provisions of the Chicago Convention prescribing the duties of the State of Registry or any third State. However, as Article 83* bis *of the Convention entered into force on 20 June 1997, such transfer agreements will have effect in respect of Contracting States which have ratified the related Protocol (Doc 9318) upon fulfilment of the conditions established in Article 83* bis. *Note 2.— In the case of international operations effected jointly with helicopters not all of which are registered in the same Contracting State, nothing in this Part of the Annex*	CV CAR 8, 8.E.115	No Difference		

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
	prevents the States concerned entering into an agreement for the joint exercise of the functions placed upon the State of Registry by the provisions of the relevant Annexes. **1.1 COMPLIANCE WITH LAWS, REGULATIONS AND PROCEDURES** 1.1.1 The operator shall ensure that all employees when abroad know that they must comply with the laws, regulations and procedures of those States in which their operations are conducted.				
Chapter 1 Reference **1.1.2** **Standard**	1.1.2 The operator shall ensure that all pilots are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the heliports to be used and the air navigation facilities relating thereto. The operator shall ensure that other members of the flight crew are familiar with such of these regulations and procedures as are pertinent to the performance of their respective duties in the operation of the helicopter. *Note.— Information for pilots and flight operations personnel on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.*	CV CAR 8, 8.E.115	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **1.1.3** **Standard**	1.1.3 The operator or a designated representative shall have responsibility for operational control. *Note.— The rights and obligations of a State in respect to the operation of helicopters registered in that State are not affected by this provision.*	CV CAR 8, 8.F.290CV CAR 8, 8.L.105 (a)	No Difference		
Chapter 1 Reference **1.1.4** **Standard**	1.1.4 Responsibility for operational control shall be delegated only to the pilot-in-command and to a flight operations officer/flight dispatcher if the operator's approved method of control and supervision of flight operations requires the use of flight operations officer/flight dispatcher personnel. *Note.— Guidance on the operational control organization and the role of the flight operations officer/flight dispatcher is contained in the* Manual of Procedures for Operations Inspection, Certification and Continued Surveillance *(Doc 8335). Detailed guidance on the authorization, duties and responsibilities of the flight operations officer/flight dispatcher is contained in the manual* Preparation of an Operations Manual *(Doc 9376). The requirements for age, skill, knowledge and experience for licensed flight operations officers/flight dispatchers are contained in Annex 1.*	CV CAR 8.L.105 (a), (b), (d)	No Difference		
Chapter 1 Reference **1.1.5** **Standard**	1.1.5 If an emergency situation which endangers the safety of the helicopter or persons becomes known first to the flight operations officer/flight dispatcher, action by that person in accordance with 2.6.1 shall include, where necessary, notification to the appropriate authorities of the nature of the situation without delay, and requests for assistance if required.	CV CAR 8,8.E.115 (e), 8.L.115 (c)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **1.1.6** **Standard**	1.1.6 If an emergency situation which endangers the safety of the helicopter or persons necessitates the taking of action which involves a violation of local regulations or procedures, the pilot-in-command shall notify the appropriate local authority without delay. If required by the State in which the incident occurs, the pilot-in-command shall submit a report on any such violation to the appropriate authority of such State; in that event, the pilot-in-command shall also submit a copy of it to the State of the Operator. Such reports shall be submitted as soon as possible and normally within ten days.	CV CAR 8, 8.E.115 (b), (c), (d)	No Difference		
Chapter 1 Reference **1.1.7** **Standard**	1.1.7 Operators shall ensure that pilots-in-command have available on board the helicopter all the essential information concerning the search and rescue services in the area over which the helicopter will be flown. *Note.— This information may be made available to the pilot by means of the operations manual or such other means as is considered appropriate.*	CV CAR 8, 8.E.155	No Difference		
Chapter 1 Reference **1.1.8** **Standard**	1.1.8 Operators shall ensure that flight crew members demonstrate the ability to speak and understand the language used for radiotelephony communications as specified in Annex 1.	CV CAR 8, 8.D.110 (d)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **1.2.1** **Standard**	**1.2 COMPLIANCE BY A FOREIGN OPERATOR WITH LAWS, REGULATIONS AND PROCEDURES OF A STATE** 1.2.1 When a State identifies a case of non-compliance or suspected non-compliance by a foreign operator with laws, regulations and procedures applicable within that State's territory, or a similar serious safety issue with that operator, that State shall immediately notify the operator and, if the issue warrants it, the State of the Operator. Where the State of the Operator and the State of Registry are different, such notification shall also be made to the State of Registry, if the issue falls within the responsibilities of that State and warrants a notification.	CV CAR 10, 10.C.200 (c), (d)	No Difference		
Chapter 1 Reference **1.2.2** **Standard**	1.2.2 In the case of notification to States as specified in 1.2.1, if the issue and its resolution warrant it, the State in which the operation is conducted shall engage in consultations with the State of the Operator and the State of Registry, as applicable, concerning the safety standards maintained by the operator. *Note.— The* Manual of Procedures for Operations Inspection, Certification and Continued Surveillance *(Doc 8335) provides guidance on the surveillance of operations by foreign operators. The manual also contains guidance on the consultations and related activities, as specified in 1.2.2, including the ICAO model clause on aviation safety, which, if included in a bilateral or multilateral agreement, provides for consultations among States, when safety issues are identified by any of the parties to a bilateral or multilateral agreement on air services.*	CV CAR 10, 10.C.200 (f)	No Difference		

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **1.3.1** **Recommendation**	**1.3 SAFETY MANAGEMENT** *Note.— Annex 19 includes safety management provisions for air operators. Further guidance is contained in the* Safety Management Manual (SMM) *(Doc 9859).* 1.3.1 **Recommendation.—** The *operator of a helicopter of a certified take-off mass in excess of 7 000 kg or having a passenger seating configuration of more than 9 and fitted with a flight data recorder should establish and maintain a flight data analysis programme as part of its safety management system.* *Note.— The operator may contract the operation of a flight data analysis programme to another party while retaining overall responsibility for the maintenance of such a programme.*	CV CAR 9, 9.B.255 (b), (c)	No Difference		
Chapter 1 Reference **1.3.2** **Standard**	1.3.2 Until 6 November 2019, a flight data analysis programme shall be non-punitive and contain adequate safeguards to protect the source(s) of the data.	CV CAR 9, 9.B.255 (d)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **1.3.2** **Standard**	*1.3.2* As of 7 November 2019, a flight data analysis programme shall contain adequate safeguards to protect the source(s) of the data in accordance with Appendix 3 to Annex 19. *Note 1.— Until 6 November 2019, guidance on the establishment of flight data analysis programmes is included in the* Manual on Flight Data Analysis Programmes (FDAP) *(Doc 10000).* *Note.— As of 7 November 2019, guidance on the establishment of flight data analysis programmes is included in the* Manual on Flight Data Analysis Programmes (FDAP) *(Doc 10000).* *Note 2.— Until 6 November 2019,* legal *guidance for the protection of information from safety data collection and processing systems is contained in Attachment B to Annex 19.*	CV-CAR 77.H.140 (b)	No Difference		
Chapter 1 Reference **1.3.3** **Standard**	1.3.3 Until 6 November 2019, the operator shall establish a flight safety documents system, for the use and guidance of operational personnel, as part of its safety management system. *Note.— Until 6 November 2019, guidance on the development and organization of a flight safety documents system is provided in Attachment E.*	CV CAR 9, 9.B.260	No Difference		

Report on entire Annex

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Chapter 1 Reference **1.3.3** **Standard**	*1.3.3* As of 7 November 2019, States shall not allow the use of recordings or transcripts of CVR, CARS, Class A AIR and Class A AIRS for purposes other than the investigation of an accident or incident as per Annex 13, except where the recordings or transcripts are: a) related to a safety-related event identified in the context of a safety management system; are restricted to the relevant portions of a de-identified transcript of the recording; and are subject to the protections accorded by Annex 19; b) sought for use in criminal proceedings not related to an event involving an accident or incident investigation and are subject to the protections accorded by Annex 19; or c) used for inspections of flight recorder systems as provided in Section 6 of Appendix 4. *Note.— Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 to Annex 19. When an investigation under Annex 13 is instituted, investigation records are subject to the protections accorded by Annex 13.*	CV-CAR 7.H.140 (a)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **1.3.4** **Standard**	1.3.4 As of 7 November 2019, States shall not allow the use of recordings or transcripts of FDR, ADRS, Class B and C AIR, and Class B and C AIRS for purposes other than the investigation of an accident or incident as per Annex 13, except where the recordings or transcripts are subject to the protections accorded by Annex 19 and are: a) used by the operator for airworthiness or maintenance purposes; b) used by the operator in the operation of a flight data analysis programme as provided in Section II of this Annex; c) sought for use in proceedings not related to an event involving an accident or incident investigation; d) de-identified; or e) disclosed under secure procedures. *Note.— Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 to Annex 19.*	CV-CAR 7.H.140 (b)	No Difference		
Chapter 1 Reference **1.3.5** **Standard**	1.3.5 As of 7 November 2019, the operator shall establish a flight safety documents system, for the use and guidance of operational personnel, as part of its safety management system. *Note.— As of 7 November 2019, guidance on the development and organization of a flight safety documents system is provided in Attachment E.*	CV CAR 9.B.260;IS 9.260	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference **1.4** **Note**	**1.4 DANGEROUS GOODS** *Note 1.— Provisions for carriage of dangerous goods are contained in Annex 18.* *Note 2.— Article 35 of the Convention refers to certain classes of cargo restrictions.*	CV CAR 9, 9.F.110CV CAR 9, 9.F.115	No Difference		
Chapter 1 Reference **1.5** **Note**	**1.5 USE OF PSYCHOACTIVE SUBSTANCES** *Note.— Provisions concerning the use of psychoactive substances are contained in Annex 1, 1.2.7 and Annex 2, 2.5.*	CV CAR 1 1.C.135 CV-CAR 8, 8.E.130	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 2 Reference **2.1.1** **Standard**	**CHAPTER 2. FLIGHT OPERATIONS** **2.1 OPERATING FACILITIES** 2.1.1 The operator shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities available and directly required on such flight, for the safe operation of the helicopter and the protection of the passengers, are adequate for the type of operation under which the flight is to be conducted and are adequately operated for this purpose. *Note.— "Reasonable means" in this Standard is intended to denote the use, at the point of departure, of information available to the operator either through official information published by the aeronautical information services or readily obtainable from other sources*.	CV CAR 8, 8.F.210 (a)	No Difference		
Chapter 2 Reference **2.1.2** **Standard**	2.1.2 The operator shall ensure that any inadequacy of facilities observed in the course of operations is reported to the authority responsible for them, without undue delay.	CV CAR 8, 8.F.210 (b)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.2.1.1** **Standard**	**2.2 OPERATIONAL CERTIFICATION AND SUPERVISION** **2.2.1 The air operator certificate** 2.2.1.1 The operator shall not engage in commercial air transport operations unless in possession of a valid air operator certificate issued by the State of the Operator.	CV-CAR 9 9.B.110 (a)	No Difference		
Chapter 2 Reference **2.2.1.2** **Standard**	2.2.1.2 The air operator certificate shall authorize the operator to conduct commercial air transport operations in accordance with the operations specifications. *Note.— Provisions for the content of the air operator certificate and its associated operations specifications are contained in 2.2.1.5 and 2.2.1.6.*	CV-CAR 9 9.B.110 (b), 9.B.125	No Difference		
Chapter 2 Reference **2.2.1.3** **Standard**	2.2.1.3 The issue of an air operator certificate by the State of the Operator shall be dependent upon the operator demonstrating an adequate organization, method of control and supervision of flight operations, training programme as well as ground handling and maintenance arrangements consistent with the nature and extent of the operations specified. *Note.— Attachment D contains guidance on the issue of an air operator certificate.*	CV CAR 9 9.B.120 (a) (5)	No Difference		

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Chapter 2 Reference **2.2.1.4** **Standard**	2.2.1.4 The continued validity of an air operator certificate shall depend upon the operator maintaining the requirements of 2.2.1.3 under the supervision of the State of the Operator.	CV-CAR 9 9.B.110 (e), 9.B.135 (a) (1)	No Difference		
Chapter 2 Reference **2.2.1.5** **Standard**	2.2.1.5 The air operator certificate shall contain at least the following information and shall follow the layout of Appendix 3, paragraph 2: a) the State of the Operator and the issuing authority; b) the air operator certificate number and its expiration date; c) the operator name, trading name (if different) and address of the principal place of business; d) the date of issue and the name, signature and title of the authority representative; and e) the location, in a controlled document carried on board, where the contact details of operational management can be found.	CV CAR 9,9.B.125 (b) (1)-(5); (c); NI: 9.B.125	No Difference		
Chapter 2 Reference **2.2.1.6** **Standard**	2.2.1.6 The operations specifications associated with the air operator certificate shall contain at least the information listed in Appendix 3, paragraph 3, and shall follow the layout of Appendix 3, paragraph 3. *Note.— Attachment D, paragraph 3.2.2, contains additional information that may be listed in the operations specifications associated with the air operator certificate.*	CV-CAR 9 9.B.125 (a), (c)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.2.1.7** **Standard**	2.2.1.7 Air operator certificates and their associated operations specifications first issued from 20 November 2008 shall follow the layouts of Appendix 3, paragraphs 2 and 3.	CV-CAR 9NI: 9.B.125	No Difference		
Chapter 2 Reference **2.2.1.8** **Standard**	2.2.1.8 The State of the Operator shall establish a system for both the certification and the continued surveillance of the operator in accordance with Appendix 1 to this Annex and Appendix 1 to Annex 19 to ensure that the required standards of operations established in 2.2 are maintained.	CV-CAR 9, 9.B.120 CV CAR 9, 9.B.150	No Difference		
Chapter 2 Reference **2.2.2.1** **Standard**	**2.2.2 Surveillance of operations by a foreign operator** 2.2.2.1 Contracting States shall recognize as valid an air operator certificate issued by another Contracting State provided that the requirements under which the certificate was issued are at least equal to the applicable Standards specified in this Annex and in Annex 19.	CV-CAR 10 10.B.220 (a)	No Difference		
Chapter 2 Reference **2.2.2.2** **Standard**	2.2.2.2 States shall establish a programme with procedures for the surveillance of operations in their territory by a foreign operator and for taking appropriate action when necessary to preserve safety.	CV CAR 10,10.C.100 (a), (b), (c)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.2.2.3** **Standard**	2.2.2.3 The operator shall meet and maintain the requirements established by the States in which the operations are conducted. *Note.— Guidance on the surveillance of operations by foreign operators may be found in the* Manual of Procedures for Operations Inspection, Certification and Continued Surveillance *(Doc 8335).*	CV-CAR 10 10.A.120; CV-CAR 8, 8.E.115	No Difference		
Chapter 2 Reference **2.2.3.1** **Standard**	**2.2.3 Operations manual** 2.2.3.1 The operator shall provide for the use and guidance of operations personnel concerned, an operations manual constructed using the guidance contained in Appendix 7. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be notified to all personnel that are required to use this manual.	CV-CAR 9 9.C.105 (a), (b), (c), (g)	No Difference		

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Chapter 2 Reference **2.2.3.2** **Standard**	2.2.3.2 The State of the Operator shall establish a requirement for the operator to provide a copy of the operations manual together with all amendments and/or revisions, for review and acceptance and, where required, approval. The operator shall incorporate in the operations manual such mandatory material as the State of the Operator may require. *Note 1.— Guidance for the organization and contents of an operations manual is provided in Appendix 7.* *Note 2.— Specific items in an operations manual require the approval of the State of the Operator in accordance with the Standards in 2.2.8, 4.1.3, 7.3.1, 10.3 and 11.2.1.*	CV-CAR 9 9.C.105 (a), (d)	No Difference		
Chapter 2 Reference **2.2.4.1** **Standard**	**2.2.4 Operating instructions — general** 2.2.4.1 The operator shall ensure that all operations personnel are properly instructed in their particular duties and responsibilities and the relationship of such duties to the operation as a whole.	CV-CAR 9 9.C.110 (a)	No Difference		
Chapter 2 Reference **2.2.4.2** **Standard**	2.2.4.2 A helicopter rotor shall not be turned under power, for the purpose of flight, without a qualified pilot at the controls. The operator shall provide appropriately specific training and procedures to be followed for all personnel, other than qualified pilots, who are likely to carry out the turning of a rotor under power for purposes other than flight.	CV-CAR 8 8.H.105 (a) (1) - (4), (b)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.2.4.3** **Recommendation**	2.2.4.3 **Recommendation.—** *The operator should issue operating instructions and provide information on helicopter climb performance with all engines operating to enable the pilot-in-command to determine the climb gradient that can be achieved during the take-off and initial climb phase for the existing take-off conditions and intended take-off technique. This information should be based on the helicopter manufacturer's or other data, acceptable to the State of the Operator, and should be included in the operations manual*.	CV-CAR 9 9.C.105 (g), 9.C.135	No Difference		
Chapter 2 Reference **2.2.5** **Standard**	**2.2.5 In-flight simulation of emergency situations** The operator shall ensure that when passengers or cargo are being carried, no emergency or abnormal situations shall be simulated.	CV-CAR 8, 8.E.190	No Difference		
Chapter 2 Reference **2.2.6** **Standard**	**2.2.6 Checklists** The checklists provided in accordance with 4.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual, the helicopter flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles. *Note.— Guidance material on the application of Human Factors principles can be found in the* Human Factors Training Manual *(Doc 9683)*.	CV-CAR 8, 8.E.145 (a), (b)	No Difference		

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Chapter 2 Reference **2.2.7.1** **Standard**	**2.2.7 Minimum flight altitudes (operations under IFR)** 2.2.7.1 The operator shall be permitted to establish minimum flight altitudes for those routes flown for which minimum flight altitudes have been established by the State flown over or the responsible State, provided that they shall not be less than those established by that State, unless specifically approved.	CV-CAR 9 9.C.345 (a)	No Difference		
Chapter 2 Reference **2.2.7.2** **Standard**	2.2.7.2 The operator shall specify the method by which it is intended to determine minimum flight altitudes for operations conducted over routes for which minimum flight altitudes have not been established by the State flown over, or the responsible State, and shall include this method in the operations manual. The minimum flight altitudes determined in accordance with the above method shall not be lower than specified in Annex 2.	CV-CAR 9 9.C.345 (b), (c) (7) 9.C.105 (f) NI: 9.C.105, 8.1.1	No Difference		
Chapter 2 Reference **2.2.7.3** **Recommendation**	2.2.7.3 **Recommendation.—** *The method for establishing the minimum flight altitudes should be approved by the State of the Operator*.	CV CAR 9.C.345 (c) (1) - (6)	No Difference		

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Chapter 2 Reference **2.2.7.4** **Recommendation**	2.2.7.4 **Recommendation.—** *The State of the Operator should approve such method only after careful consideration of the probable effects of the following factors on the safety of the operation in question:* *a) the accuracy and reliability with which the position of the helicopter can be determined;* *b) the inaccuracies in the indications of the altimeters used;* *c) the characteristics of the terrain (e.g. sudden changes in the elevation);* *d) the probability of encountering unfavourable meteorological conditions (e.g. severe turbulence and descending air currents);* *e) possible inaccuracies in aeronautical charts; and* *f) airspace restrictions.*	CV CAR 9.C.345 (c) (1) - (6)	No Difference		
Chapter 2 Reference **2.2.8.1** **Standard**	**2.2.8 Heliport or landing location operating minima** 2.2.8.1 The State of the Operator shall require that the operator establish operating minima for each heliport or landing location to be used in operations and shall approve the method of determination of such minima. Such minima shall not be lower than any that may be established for such heliports or landing locations by the State of the Aerodrome, except when specifically approved by that State. *Note.— This Standard does not require the State of the Aerodrome to establish operating minima.*	CV-CAR 9 9.C.340 (a), (b)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.2.8.1.1** **Standard**	2.2.8.1.1 The State of the Operator may approve operational credit(s) for operations with helicopters equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS. Such approvals shall not affect the classification of the instrument approach procedure. *Note 1.— Operational credit includes:* *a) for the purposes of an approach ban (2.4.1.2), a minima below the heliport or landing location operating minima;* *b) reducing or satisfying the visibility requirements; or* *c) requiring fewer ground facilities as compensated for by airborne capabilities.* *Note 2.— Guidance on operational credit for aircraft equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS and CVS is contained in Attachment G and in the* Manual of All-Weather Operations *(Doc 9365).* *Note 3.— Information regarding a HUD or equivalent displays, including references to RTCA and EUROCAE documents, is contained in the* Manual of All-Weather Operations *(Doc 9365).* *Note 4.— Automatic landing system — helicopter is an automatic approach using airborne systems which provide automatic control of the flight path, to a point aligned with the landing surface, from which the pilot can transition to a safe landing by means of natural vision without the use of automatic control.*	CV-CAR 7 7.B.145 (b)	No Difference		

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Chapter 2 Reference **2.2.8.2** **Standard**	2.2.8.2 The State of the Operator shall require that in establishing the operating minima for each heliport or landing location which will apply to any particular operation, full account shall be taken of: a) the type, performance and handling characteristics of the helicopter; b) the composition of the flight crew, their competence and experience; c) the physical characteristics of the heliport, and direction of approach; d) the adequacy and performance of the available visual and non-visual ground aids; e) the equipment available on the helicopter for the purpose of navigation, acquisition of visual references and/or control of the flight path during the approach, landing and missed approach; f) the obstacles in the approach and missed approach areas and the obstacle clearance altitude/height for the instrument approach procedures; g) the means used to determine and report meteorological conditions; and h) the obstacles in the climb-out areas and necessary clearance margins.	CV CAR 9.C.340 c) 1) - 8)	No Difference		

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Chapter 2 Reference **2.2.8.3** **Standard**	2.2.8.3 Instrument approach operations shall be classified based on the designed lowest operating minima below which an approach operation shall only be continued with the required visual reference as follows: a) Type A: a minimum descent height or decision height at or above 75 m (250 ft); and b) Type B: a decision height below 75 m (250 ft). Type B instrument approach operations are categorized as: 1) Category I (CAT I): a decision height not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range not less than 550 m; 2) Category II (CAT II): a decision height lower than 60 m (200 ft), but not lower than 30 m (100 ft) and a runway visual range not less than 300 m; 3) Category IIIA (CAT IIIA): a decision height lower than 30 m (100 ft) or no decision height and a runway visual range not less than 175 m; 4) Category IIIB (CAT IIIB): a decision height lower than 15 m (50 ft), or no decision height and a runway visual range less than 175 m but not less than 50 m; and 5) Category IIIC (CAT IIIC): no decision height and no runway visual range limitations. *Note 1.— Where decision height (DH) and runway visual range (RVR) fall into different categories of operation, the instrument approach operation would be conducted in accordance with the requirements of the most*	CV CAR 8.H.135 (d)	No Difference		

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	demanding category (e.g. an operation with a DH in the range of CAT IIIA but with an RVR in the range of CAT IIIB would be considered a CAT IIIB operation or an operation with a DH in the range of CAT II but with an RVR in the range of CAT I would be considered a CAT II operation). *Note 2.— The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach operation the required visual reference is the runway environment.* *Note 3.— Guidance on approach classification as it relates to instrument approach operations, procedures, runways and navigation systems is contained in the* Manual of All-Weather Operations *(Doc 9365).*				
Chapter 2 Reference **2.2.8.4** **Standard**	2.2.8.4 Category II and Category III instrument approach operations shall not be authorized unless RVR information is provided.	CV CAR 8.H.140 g)	No Difference		

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Chapter 2 Reference **2.2.8.5** **Recommendation**	2.2.8.5 **Recommendation.—** *For instrument approach operations, heliport or landing location operating minima below 800 m visibility should not be authorized unless RVR information or an accurate measurement or observation of visibility is provided.* *Note.— Guidance on the operationally desirable and currently attainable accuracy of measurement or observation is given in Annex 3, Attachment B.*	CV CAR 8.H.135 (b)	No Difference		
Chapter 2 Reference **2.2.8.6** **Standard**	2.2.8.6 The operating minima for 2D instrument approach operations using instrument approach procedures shall be determined by establishing a minimum descent altitude (MDA) or minimum descent height (MDH), minimum visibility and, if necessary, cloud conditions. *Note.— For guidance on applying a continuous descent final approach (CDFA) flight technique on non-precision approach procedures refer to PANS-OPS (Doc 8168) Volume I, Part II, Section 5.*	CV CAR 8.H.135 (d), Nota 4	No Difference		
Chapter 2 Reference **2.2.8.7** **Standard**	2.2.8.7 The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing a decision altitude (DA) or decision height (DH) and the minimum visibility or RVR.	CV CAR 8.H.135 (d), Nota 4	No Difference		

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Chapter 2 Reference **2.2.9.1** **Standard**	**2.2.9 Fuel and oil records** 2.2.9.1 The operator shall maintain fuel and oil records to enable the State of the Operator to ascertain that, for each flight, the requirements of 2.3.6 have been complied with.	CV CAR 9.B.225 f) 4)	No Difference		
Chapter 2 Reference **2.2.9.2** **Standard**	2.2.9.2 Fuel and oil records shall be retained by the operator for a period of three months.	CV CAR 9, NI: 9.B.225	No Difference		
Chapter 2 Reference **2.2.10** **Standard**	**2.2.10 Crew** *Pilot-in-command.* For each flight, the operator shall designate one pilot to act as pilot-in-command.	CV CAR 9.C.205	No Difference		

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Chapter 2 Reference **2.2.11.1** **Standard**	**2.2.11 Passengers** 2.2.11.1 The operator shall ensure that passengers are made familiar with the location and use of: a) seat belts or harnesses; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards.	CV CAR 8.I.120 a) 1) -5)	No Difference		
Chapter 2 Reference **2.2.11.2** **Standard**	2.2.11.2 The operator shall ensure that the passengers are informed of the location and general manner of use of the principal emergency equipment carried for collective use.	CV CAR 8.I.120 b)	No Difference		
Chapter 2 Reference **2.2.11.3** **Standard**	2.2.11.3 The operator shall ensure that in an emergency during flight, passengers are instructed in such emergency action as may be appropriate to the circumstances.	CV CAR 8.I.125 a)	No Difference		

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Chapter 2 Reference **2.2.11.4** **Standard**	2.2.11.4 The operator shall ensure that, during take-off and landing and whenever considered necessary by reason of turbulence or any emergency occurring during flight, all passengers on board a helicopter shall be secured in their seats by means of the seat belts or harnesses provided.	CV CAR 8.I.120 e)	No Difference		
Chapter 2 Reference **2.2.12** **Standard**	**2.2.12 Over-water flights** All helicopters on flights over water in a hostile environment in accordance with 4.5.1 shall be certificated for ditching. Sea state shall be an integral part of ditching information.	CV CAR 7.J.125, (b) note 1	Less protective or partially implemented or not implemented		

Report on entire Annex

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Chapter 2 Reference **2.3.1** **Standard**	**2.3 FLIGHT PREPARATION** 2.3.1 A flight, or series of flights, shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the helicopter is airworthy; b) the instruments and equipment prescribed in Chapter 4, for the particular type of operation to be undertaken, are installed and are sufficient for the flight; c) a maintenance release as prescribed in 6.7 has been issued in respect of the helicopter; d) the mass of the helicopter and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured; f) a check has been completed indicating that the operating limitations of Chapter 3 can be complied with for the flight to be undertaken; and g) the Standards of 2.3.3 relating to operational flight planning have been complied with.	CV ACR 8, 8. F.205 CV CAR 8, 8.F.285, 8.G.110, 8.G.115, 8.F.295, (a), (b), (c)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.3.2** **Standard**	2.3.2 Completed flight preparation forms shall be kept by the operator for a period of three months.	CV CAR NI 9.B.225 a)	No Difference		
Chapter 2 Reference **2.3.3.1** **Standard**	**2.3.3 Operational flight planning** 2.3.3.1 An operational flight plan shall be completed for every intended flight or series of flights, and approved by the pilot-in-command, and shall be lodged with the appropriate authority. The operator shall determine the most efficient means of lodging the operational flight plan.	CV CAR 8, 8.L.120 (b)CV CAR 8. 8.F.280 (a) (1),(b), (c) 8. F.295 (a), (f)	No Difference		
Chapter 2 Reference **2.3.3.2** **Standard**	2.3.3.2 The operations manual shall describe the content and use of the operational flight plan.	CV CAR 9, 9.C.105, NI 9.C.105 (8.1.10)CV CAR 8, 8.L.120	No Difference		
Chapter 2 Reference **2.3.4.1.1** **Standard**	**2.3.4 Alternate heliports** 2.3.4.1 *Take-off alternate heliport* 2.3.4.1.1 A take-off alternate heliport shall be selected and specified in the operational flight plan if the weather conditions at the heliport of departure are at or below the applicable heliport operating minima.	CV CAR 8.F.245, (c) (3), (d)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 2 Reference **2.3.4.1.2** **Standard**	2.3.4.1.2 For a heliport to be selected as a take-off alternate, the available information shall indicate that, at the estimated time of use, the conditions will be at or above the heliport operating minima for that operation.	CV CAR 8.F.245 b)	No Difference		
Chapter 2 Reference **2.3.4.2.1** **Standard**	2.3.4.2 *Destination alternate heliport* 2.3.4.2.1 For a flight to be conducted in accordance with IFR, at least one destination alternate shall be specified in the operational flight plan and the flight plan, unless: a) the duration of the flight and the meteorological conditions prevailing are such that there is reasonable certainty that, at the estimated time of arrival at the heliport of intended landing, and for a reasonable period before and after such time, the approach and landing may be made under visual meteorological conditions as prescribed by the State of the Operator; or b) the heliport of intended landing is isolated and no alternate is available. A point of no return (PNR) shall be determined.	CV CAR 8.F.230, (b) (1), (2), (3)	No Difference		
Chapter 2 Reference **2.3.4.2.2** **Standard**	2.3.4.2.2 For a heliport to be selected as a destination alternate, the available information shall indicate that, at the estimated time of use, the conditions will be at or above the heliport operating minima for that operation.	CV CAR 8.F.230, (c) (3), (d)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.3.4.2.3** **Recommendation**	2.3.4.2.3 **Recommendation.—** *For a flight departing to a destination which is forecast to be below the heliport operating minima, two destination alternates should be selected. The first destination alternate should be at or above the heliport operating minima for destination and the second at or above the heliport operating minima for alternate.*	CV CAR 8, 8.F.230, (c)	No Difference		
Chapter 2 Reference **2.3.4.3** **Standard**	2.3.4.3 When an offshore alternate heliport is specified, it shall be specified subject to the following: a) the offshore alternate heliport shall be used only after a PNR. Prior to a PNR, onshore alternate heliports shall be used; b) mechanical reliability of critical control systems and critical components shall be considered and taken into account when determining the suitability of the alternate heliport(s); c) one engine inoperative performance capability shall be attainable prior to arrival at the alternate heliport; d) to the extent possible, deck availability shall be guaranteed; and e) weather information must be reliable and accurate. *Note.— The landing technique specified in the flight manual following control system failure may preclude the nomination of certain helidecks as alternate heliports.*	CV CAR 8, 8.F.240	No Difference		

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Chapter 2 Reference **2.3.4.4** **Recommendation**	2.3.4.4 **Recommendation.—** *Offshore alternate heliports should not be used when it is possible to carry enough fuel to have an onshore alternate. Offshore alternate heliports should not be used in a hostile environment.*	CV CAR 8, 8.A.240 (a)	No Difference		
Chapter 2 Reference **2.3.5.1** **Standard**	**2.3.5 Meteorological conditions** 2.3.5.1 A flight to be conducted in accordance with VFR shall not be commenced unless current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions along the route or that part of the route to be flown or in the intended area of operations under VFR will, at the appropriate time, be such as to enable compliance with these rules. *Note.— When a flight is conducted in accordance with VFR, the use of night vision imaging systems (NVIS) or other vision enhancing systems does not diminish the requirement to comply with the provisions of 2.3.5.1.*	CV CAR 8, 8.F.220	No Difference		
Chapter 2 Reference **2.3.5.2** **Standard**	2.3.5.2 A flight to be conducted in accordance with IFR shall not be commenced unless information is available which indicates that conditions at the destination heliport or landing location or, when an alternate is required, at least one alternate heliport will, at the estimated time of arrival, be at or above the heliport operating minima.	CV CAR 8.F.225 a) 1) 2)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.3.5.3** **Standard**	2.3.5.3 To ensure that an adequate margin of safety is observed in determining whether or not an approach and landing can be safely carried out at each alternate heliport or landing location, the operator shall specify appropriate incremental values for height of cloud base and visibility, acceptable to the State of the Operator, to be added to the operator's established heliport or landing location operating minima. *Note.— Guidance on the selection of these incremental values is contained in the* Flight Planning and Fuel Management (FPFM) *Manual (Doc 9976).*	CV CAR 8, 8.F.230 (d), (e)	No Difference		
Chapter 2 Reference **2.3.5.4** **Standard**	2.3.5.4 A flight to be operated in known or expected icing conditions shall not be commenced unless the helicopter is certificated and equipped to cope with such conditions.	CV CAR 8.H.115 a)	No Difference		
Chapter 2 Reference **2.3.5.5** **Standard**	2.3.5.5 A flight to be planned or expected to operate in suspected or known ground icing conditions shall not be commenced unless the helicopter has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the helicopter is kept in an airworthy condition prior to take-off. *Note.— Guidance material is given in the* Manual of Aircraft Ground De-icing/Anti-icing Operations *(Doc 9640).*	CV CAR 8.H.115 a) b) c)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.3.6.1** **Standard**	**2.3.6 Fuel and oil requirements** 2.3.6.1 *All helicopters*. A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the helicopter carries sufficient fuel and oil to ensure that it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.	CV CAR 8.F.265	No Difference		
Chapter 2 Reference **2.3.6.2** **Standard**	2.3.6.2 *VFR operations*. The fuel and oil carried in order to comply with 2.3.6.1 shall, in the case of VFR operations, be at least the amount to allow the helicopter to: a) fly to the landing site to which the flight is planned; b) have final reserve fuel to fly thereafter for a period of 20 minutes at best-range speed; and c) have an additional amount of fuel to provide for the increased consumption on the occurrence of any of the potential contingencies specified by the operator to the satisfaction of the State of the Operator.	CV CAR 8, 8.F.270 (b)	No Difference		
Chapter 2 Reference **2.3.6.3** **Standard**	2.3.6.3 *IFR operations*. The fuel and oil carried in order to comply with 2.3.6.1 shall, in the case of IFR operations, be at least the amount to allow the helicopter:	CV CAR 8, 8.F.275 (d)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.3.6.3.1** **Standard**	2.3.6.3.1 When an alternate is not required, in terms of 2.3.4.2.1 a), to fly to and execute an approach at the heliport or landing location to which the flight is planned, and thereafter to have: a) final reserve fuel to fly 30 minutes at holding speed at 450 m (1 500 ft) above the destination heliport or landing location under standard temperature conditions and approach and land; and b) an additional amount of fuel to provide for the increased consumption on the occurrence of any of the potential contingencies specified by the operator to the satisfaction of the State of the Operator.	CAR 8, 8.F.275 (d)	No Difference		
Chapter 2 Reference **2.3.6.3.2** **Standard**	2.3.6.3.2 When an alternate is required, to fly to and execute an approach, and a missed approach, at the heliport or landing location to which the flight is planned, and thereafter: a) fly to and execute an approach at the alternate specified in the flight plan; and then b) have final reserve fuel to fly for 30 minutes at holding speed at 450 m (1 500 ft) above the alternate under standard temperature conditions, and approach and land; and c) have an additional amount of fuel to provide for the increased consumption on the occurrence of any of the potential contingencies specified by the operator to the satisfaction of the State of the Operator.	CAR 8, 8.F.275 (d), (1)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.3.6.3.3** **Standard**	2.3.6.3.3 When no alternate heliport or landing location is available, in terms of 2.3.4.2.1 (e.g. the destination is isolated), sufficient fuel shall be carried to enable the helicopter to fly to the destination to which the flight is planned and thereafter for a period that will, based on geographic and environmental considerations, enable a safe landing to be made.	CAR 8, 8.F.275 (d), (2)	No Difference		
Chapter 2 Reference **2.3.6.4** **Standard**	2.3.6.4 In computing the fuel and oil required in 2.3.6.1, at least the following shall be considered: a) meteorological conditions forecast; b) expected air traffic control routings and traffic delays; c) for IFR flight, one instrument approach at the destination heliport, including a missed approach; d) the procedures prescribed in the operations manual for loss of pressurization, where applicable, or failure of one engine while en route; and e) any other conditions that may delay the landing of the helicopter or increase fuel and/or oil consumption. *Note.— Nothing in 2.3.6 precludes amendment of a flight plan in flight in order to replan the flight to another heliport, provided that the requirements of 2.3.6 can be complied with from the point where the flight has been replanned.*	CV CAR 8, 8.F.265 (c)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.3.6.5** **Standard**	2.3.6.5 The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a re-analysis and, if applicable, adjustment of the planned operation.	CV CAR 8.F.275 (c)	No Difference		
Chapter 2 Reference **2.3.7.1** **Standard**	**2.3.7 Refuelling with passengers on board or rotors turning** *Note.— Except where otherwise stated, all helicopter refuelling provisions relate to operations using jet fuels. See 2.3.7.5 for restrictions specific to AVGAS/wide cut fuels.* 2.3.7.1 A helicopter shall not be refuelled, rotors stopped or turning, when: a) passengers are embarking or disembarking; or b) when oxygen is being replenished.	CV CAR 88.I.110 (b)	No Difference		

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Chapter 2 Reference **2.3.7.2** **Standard**	2.3.7.2 When the helicopter is refuelled with passengers on board, rotors stopped or turning, it shall be properly attended by sufficient qualified personnel, ready to initiate and direct an evacuation of the helicopter by the most practical, safe and expeditious means available. In order to achieve this: a) the flight crew shall ensure that the passengers are briefed on what actions to take if an incident occurs during refuelling; b) a constant two-way communication shall be maintained by the helicopter's intercommunication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the helicopter; and *Note.— Caution needs to be exercised when using radios for this purpose due to the potential for stray currents and radio-induced voltages.* c) during an emergency shutdown procedure, the flight crew shall ensure that any personnel or passengers outside the helicopter are clear of the rotor area.	CV CAR 88.I.110 (b)	No Difference		
Chapter 2 Reference **2.3.7.3** **Standard**	2.3.7.3 The operator shall establish procedures and specify conditions under which such refuelling may be carried out.	CV CAR 88.I.110 (b)	No Difference		

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Chapter 2 Reference **2.3.7.4** **Recommendation**	2.3.7.4 **Recommendation**.— *In addition to the requirements of 2.3.7.2, operational procedures should specify that at least the following precautions are taken:* *a) doors on the refuelling side of the helicopter remain closed where possible, unless these are the only suitable exits;* *b) doors on the non-refuelling side of the helicopter remain open, weather permitting, unless otherwise specified by the RFM;* *c) fire-fighting facilities of the appropriate scale be positioned so as to be immediately available in the event of a fire;* *d) if the presence of fuel vapour is detected inside the helicopter, or any other hazard arises during refuelling, fuelling be stopped immediately;* *e) the ground or deck area beneath the exits intended for emergency evacuation be kept clear;* *f) seat belts should be unfastened to facilitate rapid egress; and* *g) with rotors turning, only ongoing passengers should remain on board.*	CV CAR 88.I.110 (b)	No Difference		
Chapter 2 Reference **2.3.7.5** **Standard**	2.3.7.5 A helicopter shall not be refuelled with AVGAS (aviation gasoline) or wide-cut type fuel or a mixture of these types of fuel, when passengers are on board.		Less protective or partially implemented or not implemented	Not implemented	

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Chapter 2 Reference **2.3.7.6** **Standard**	2.3.7.6 A helicopter shall not be defueled at any time when: a) passengers remain on board; or b) passengers are embarking or disembarking; or c) oxygen is being replenished. *Note 1.— Provisions concerning aircraft refuelling are contained in Annex 14, Volume I, and guidance on safe refuelling practices is contained in the* Airport Services Manual *(Doc 9137), Parts 1 and 8.* *Note 2.— Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.*	CV CAR 88.I.110 (b)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.3.8** **Standard**	**2.3.8 Oxygen supply** *Note.— Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure used in the text are as follows:* Absolute pressure — Metres / Feet *700 hPa — 3 000 / 10 000* *620 hPa — 4 000 / 13 000* *376 hPa — 7 600 / 25 000*	CV CAR 8 8.I.130	No Difference		
Chapter 2 Reference **2.3.8.1** **Standard**	2.3.8.1 A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	CV CAR 7.I.165 a)IS 7.I.165 a) Table I.	No Difference		

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Chapter 2 Reference **2.3.8.2** **Standard**	2.3.8.2 A flight to be operated with a pressurized helicopter shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when the helicopter is operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely to a flight altitude at which the atmospheric pressure is equal to 620 hPa within four minutes, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.	CV CAR 8, 8 .E.215 a) b) 8.I.130 a) b) 7.I.165 b) c) h) IS 7.I.165 a)Table II.	No Difference		
Chapter 2 Reference **2.4.1.1** **Standard**	**2.4 IN-FLIGHT PROCEDURES** **2.4.1 Heliport operating minima** 2.4.1.1 A flight shall not be continued towards the heliport of intended landing, unless the latest available information indicates that at the expected time of arrival, a landing can be effected at that heliport, or at least one destination alternate heliport, in compliance with the operating minima established in accordance with 2.2.8.1.	CV CAR 8.H.650 a)	No Difference		
Chapter 2 Reference **2.4.1.2** **Standard**	2.4.1.2 An instrument approach shall not be continued below 300 m (1 000 ft) above the heliport elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the heliport operating minima. *Note.— Criteria for the final approach segment is contained in PANS-OPS (Doc 8168), Volume II.*	CV CAR 8.H.660 a)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.4.1.3** **Standard**	2.4.1.3 If, after entering the final approach segment or after descending below 300 m (1 000 ft) above the heliport elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, a helicopter shall not continue its approach-to-land at any heliport beyond a point at which the limits of the operating minima specified for that heliport would be infringed.	CV CAR 8.H.660 (b)	No Difference		
Chapter 2 Reference **2.4.2** **Note**	**2.4.2 Meteorological observations** *Note.— The procedures for making meteorological observations on board aircraft in flight and for recording and reporting them are contained in Annex 3, the PANS-ATM (Doc 4444) and the appropriate* Regional Supplementary Procedures *(Doc 7030).*	CV-CAR 16	No Difference		
Chapter 2 Reference **2.4.3** **Standard**	**2.4.3 Hazardous flight conditions** Hazardous flight conditions encountered, other than those associated with meteorological conditions, shall be reported to the appropriate aeronautical station as soon as possible. The reports so rendered shall give such details as may be pertinent to the safety of other aircraft.	CV CAR 8.E.215	No Difference		
Chapter 2 Reference **2.4.4.1** **Standard**	**2.4.4 Flight crew members at duty stations** 2.4.4.1 *Take-off and landing.* All flight crew members required to be on flight deck duty shall be at their stations.	CV CAR 8.E.140 (a)	No Difference		

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Chapter 2 Reference **2.4.4.2** **Standard**	2.4.4.2 *En route.* All flight crew members required to be on flight deck duty shall remain at their stations except when their absence is necessary for the performance of duties in connection with the operation of the helicopter or for physiological needs.	CV CAR 8.E.140 (b)	No Difference		
Chapter 2 Reference **2.4.4.3** **Standard**	2.4.4.3 *Seat belts.* All flight crew members shall keep their seat belt fastened when at their stations.	CV CAR 8.E.135 a)	No Difference		
Chapter 2 Reference **2.4.4.4** **Standard**	2.4.4.4 *Safety harness.* Any flight crew member occupying a pilot's seat shall keep the safety harness fastened during the take-off and landing phases; all other flight crew members shall keep their safety harness fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt must remain fastened. *Note.— Safety harness includes shoulder straps and a seat belt which may be used independently.*	CV CAR 8.E.135 b) c)	No Difference		

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Chapter 2 Reference **2.4.5** **Standard**	**2.4.5 Use of oxygen** All flight crew members, when engaged in performing duties essential to the safe operation of a helicopter in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in 2.3.8.1 or 2.3.8.2.	CV CAR 8.E.305 c)	No Difference		
Chapter 2 Reference **2.4.6.0.1** **Recommendation**	**2.4.6 Safeguarding of cabin crew and passengers in pressurized aircraft in the event of loss of pressurization** **Recommendation.—** *Cabin crew should be safeguarded so as to ensure reasonable probability of their retaining consciousness during any emergency descent which may be necessary in the event of loss of pressurization and, in addition, they should have such means of protection as will enable them to administer first aid to passengers during stabilized flight following the emergency. Passengers should be safeguarded by such devices or operational procedures as will ensure reasonable probability of their surviving the effects of hypoxia in the event of loss of pressurization.* *Note.— It is not envisaged that cabin crew will always be able to provide assistance to passengers during emergency descent procedures which may be required in the event of loss of pressurization.*	CV CAR 7.I.165 g) 1)	No Difference		

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Chapter 2 Reference **2.4.7.1** **Standard**	**2.4.7 Instrument flight procedures** 2.4.7.1 One or more instrument approach procedures to serve each final approach and take-off area or heliport utilized for instrument flight operations shall be approved and promulgated by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State.	CV CAR 8.H.655 a)	Different in character or other means of compliance	There is a reference to an aerodrome only, not heliport.	
Chapter 2 Reference **2.4.7.2** **Standard**	2.4.7.2 All helicopters operated in accordance with IFR shall comply with the instrument approach procedures approved by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State. *Note 1.— Operational procedures recommended for the guidance of operations personnel involved in instrument flight operations are described in PANS-OPS (Doc 8168), Volume I.* *Note 2.— Criteria for the construction of instrument flight procedures for the guidance of procedure specialists are provided in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons (see Section II, Chapter 1, 1.1.1).*	CV CAR 8.H.665 a)	Different in character or other means of compliance	There is a reference to an aerodrome only, not heliport.	
Chapter 2 Reference **2.4.8.0.2** **Recommendation**	**2.4.8 Helicopter operating procedures for noise abatement** **Recommendation**.— *The operator should ensure that take-off and landing procedures take into account the need to minimize the effect of helicopter noise.*	CV CAR 8.H.175 a)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.4.9.1** **Standard**	**2.4.9 In-flight fuel management** 2.4.9.1 The operator shall establish policies and procedures, approved by the State of the Operator, to ensure that in-flight fuel checks and fuel management are performed.	CV-CAR 88.F.265(d) (1)CV-CAR 9NI: 9.C.105 Part A, 8.3.7	No Difference		
Chapter 2 Reference **2.4.9.2** **Standard**	2.4.9.2 The pilot-in-command shall monitor the amount of usable fuel remaining on board to ensure it is not less than the fuel required to proceed to a landing site where a safe landing can be made with the planned final reserve fuel remaining.	CV CAR 8, 8.F.215	No Difference		
Chapter 2 Reference **2.4.9.3** **Standard**	2.4.9.3 The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific landing site, the pilot calculates that any change to the existing clearance to that landing site, or other air traffic delays, may result in landing with less than the planned final reserve fuel. *Note 1.— The declaration of MINIMUM FUEL informs ATC that all planned landing site options have been reduced to a specific landing site of intended landing, that no precautionary landing site is available, and any change to the existing clearance, or air traffic delays, may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.* *Note 2.— A precautionary landing site refers to a landing site, other than the site of intended landing, where it is expected that a safe landing can be made prior to the consumption of the planned final reserve fuel.*	CV CAR 8, 8.F.265 (d), (3)	No Difference		

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Chapter 2 Reference **2.4.9.4** **Standard**	2.4.9.4 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the usable fuel estimated to be available upon landing at the nearest landing site where a safe landing can be made is less than the required final reserve fuel in compliance with 2.3.6. *Note 1.— The planned final reserve fuel refers to the value calculated in 2.3.6 and is the minimum amount of fuel required upon landing at any landing site. The declaration of MAYDAY MAYDAY MAYDAY FUEL informs ATC that all available landing options have been reduced to a specific site and a portion of the final reserve fuel may be consumed prior to landing.* *Note 2.— The pilot estimates with reasonable certainty that the fuel remaining upon landing at the nearest safe landing site will be less than the final reserve fuel taking into consideration the latest information available to the pilot, the area to be overflown (i.e. with respect to the availability of precautionary landing areas), meteorological conditions and other reasonable contingencies.* *Note 3.— The words "MAYDAY FUEL" describe the nature of the distress conditions as required in Annex 10, Volume II, 5.3.2.1.1, b) 3.*	CV CAR 8, 8.F.265 (d), (4)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.5.1** **Standard**	**2.5 DUTIES OF PILOT-IN-COMMAND** 2.5.1 The pilot-in-command shall be responsible for the operation and safety of the helicopter and for the safety of all crew members, passengers and cargo on board, from the moment the engine(s) are started until the helicopter finally comes to rest at the end of the flight, with the engine(s) shut down and the rotor blades stopped.	CV CAR 8.E.110	No Difference		
Chapter 2 Reference **2.5.2** **Standard**	2.5.2 The pilot-in-command shall ensure that the checklists specified in 2.2.6 are complied with in detail.	CV CAR 8.E.150 a)	No Difference		
Chapter 2 Reference **2.5.3** **Standard**	2.5.3 The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the helicopter, resulting in serious injury or death of any person or substantial damage to the helicopter or property. *Note.— A definition of the term "serious injury" is contained in Annex 13.*	CV CAR 8.E.225 a)	No Difference		
Chapter 2 Reference **2.5.4** **Standard**	2.5.4 The pilot-in-command shall be responsible for reporting all known or suspected defects in the helicopter, to the operator, at the termination of the flight.	CV CAR 8.E.205 a) 2)	No Difference		

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Chapter 2 Reference **2.5.5** **Standard**	2.5.5 The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 9.4.1. *Note.— By virtue of Resolution A10-36 of the Tenth Session of the Assembly (Caracas, June–July 1956) "the general declaration, [described in Annex 9] when prepared so as to contain all the information required by Article 34 [of the Convention on International Civil Aviation] with respect to the journey log book, may be considered by Contracting States to be an acceptable form of journey log book".*	CV CAR 8.E.195 a) 1) 8.E.325 b)	No Difference		
Chapter 2 Reference **2.6.1** **Standard**	**2.6 DUTIES OF FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER** 2.6.1 A flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations in accordance with 2.2.1.3 shall: a) assist the pilot-in-command in flight preparation and provide the relevant information; b) assist the pilot-in-command in preparing the operational and ATS flight plans, sign when applicable and file the ATS flight plan with the appropriate ATS unit; and c) furnish the pilot-in-command while in flight, by appropriate means, with information which may be necessary for the safe conduct of the flight.	CV CAR 8, 8.L.110 CV CAR 8.L115	No Difference		

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Chapter 2 Reference **2.6.2** **Standard**	2.6.2 In the event of an emergency, a flight operations officer/flight dispatcher shall: a) initiate such procedures as outlined in the operations manual while avoiding taking any action that would conflict with ATC procedures; and b) convey safety-related information to the pilot-in-command that may be necessary for the safe conduct of the flight, including information related to any amendments to the flight plan that become necessary in the course of the flight. *Note.— It is equally important that the pilot-in-command also convey similar information to the flight operations officer/flight dispatcher during the course of a flight, particularly in the context of emergency situations.*	CV CAR 8.L.120 b) 1) 2)	No Difference		
Chapter 2 Reference **2.7** **Standard**	**2.7 CARRY-ON BAGGAGE** The operator shall ensure that all baggage carried onto a helicopter and taken into the passenger cabin is adequately and securely stowed.	CV CAR 8.I.270 a)	No Difference		

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Chapter 2 Reference **2.8.1** **Standard**	**2.8 FATIGUE MANAGEMENT** *Note.— Guidance on the development and implementation of fatigue management regulations is contained in the* Manual for the Oversight of Fatigue Management Approaches *(Doc 9966).* 2.8.1 The State of the Operator shall establish regulations for the purpose of managing fatigue. These regulations shall be based upon scientific principles, knowledge and operational experience with the aim of ensuring that flight and cabin crew members are performing at an adequate level of alertness. Accordingly, the State shall establish: a) prescriptive regulations for flight time, flight duty period and duty period limitations and rest period requirements; and b) where authorizing an operator to use a fatigue risk management system (FRMS), FRMS regulations in accordance with Appendix 6.	CV CAR 99.C.320, (a)(b) (c)(d)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.8.2** **Standard**	2.8.2 The State of the Operator shall require that the operator, in compliance with 2.8.1 and for the purposes of managing its fatigue-related safety risks, establish one of the following: a) flight time, flight duty period, duty period limitations and rest period requirements that are within the prescriptive fatigue management regulations established by the State of the Operator; or b) an FRMS in compliance with regulations established by the State of the Operator for all operations; or c) an FRMS in compliance with regulations established by the State of the Operator for a defined part of its operations with the remainder of its operations in compliance with the prescriptive fatigue management regulations established by the State of the Operator. *Note.— Complying with the prescriptive fatigue management regulations does not relieve the operator of the responsibility to manage its risks, including fatigue-related risks, using its safety management system (SMS) in accordance with the provisions of Annex 19.*	CV CAR 99.C.320 (a)NI:9.C.320	No Difference		
Chapter 2 Reference **2.8.3** **Standard**	2.8.3 The operator shall maintain records of flight time, flight duty periods, duty periods, and rest periods for all its flight and cabin crew members for a period of time specified by the State of the Operator.	CV CAR 99.B.225 (a)(f) (1) (2)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.8.4** **Standard**	2.8.4 Where the operator complies with prescriptive fatigue management regulations in the provision of part or all of its services, the State of the Operator: a) shall require that the operator familiarize those personnel involved in managing fatigue with their responsibilities and the principles of fatigue management; b) may approve, in exceptional circumstances, variations to these regulations on the basis of a risk assessment provided by the operator. Approved variations shall provide a level of safety equivalent to, or better than, that achieved through the prescriptive fatigue management regulations.	CV CAR 9 9.C.320 (d) CV CAR 88.K.105(e)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.8.5** **Standard**	2.8.5 Where the operator implements an FRMS to manage fatigue-related safety risks in the provision of part or all of its services, the State of the Operator shall: a) require the operator to have processes to integrate FRMS functions with its other safety management functions; b) require that the operator establish maximum values for flight times, flight duty periods and duty periods, and minimum values for rest periods; and c) approve the operator's FRMS before it may take the place of any or all of the prescriptive fatigue management regulations. An approved FRMS shall provide a level of safety equivalent to, or better than, the prescriptive fatigue management regulations.	CV CAR 9 9.C.320 (d) CV CAR 88.K.105(e)	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.1.1** **Standard**	**CHAPTER 3. HELICOPTER PERFORMANCE OPERATING LIMITATIONS** **3.1 GENERAL** 3.1.1 Helicopters shall be operated in accordance with a code of performance established by the State of the Operator, in compliance with the applicable Standards of this chapter. *Note 1.— The code of performance reflects, for the conduct of operations, both the various phases of flight and the operational environment. Attachment A provides guidance to assist States in establishing a code of performance.* *Note 2.— Concerning compliance with codes of performance, Chapter 1 of this Section requires operators to comply with the laws, regulations and procedures of the States in which their helicopters are operated. Article 11 of the Convention forms the basis for this requirement*.	CV CAR 8, 8.G.105CV CAR 8, 8.G.200	No Difference		
Chapter 3 Reference **3.1.2** **Standard**	3.1.2 In conditions where the safe continuation of flight is not ensured in the event of a critical engine failure, helicopter operations shall be conducted in a manner that gives appropriate consideration for achieving a safe forced landing. *Note.— Guidance on "appropriate consideration" is contained in Attachment A, 2.4.*	CV CAR 8, 8.G.220, (b)	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.1.2.1** **Standard**	3.1.2.1 Where the State of the Operator permits IMC operations in performance Class 3, such operations shall be conducted in accordance with the provisions of 3.4.	CV CAR 8, 8.G.245	No Difference		
Chapter 3 Reference **3.1.3** **Recommendation**	3.1.3 **Recommendation.—** *For helicopters for which Part IV of Annex 8 is not applicable because of the exemption provided for in Article 41 of the Convention, the State of the Operator should ensure that the level of performance specified in 3.2 is met as far as practicable.*	CV CAR 9NI: 9.C.320(c)	No Difference		
Chapter 3 Reference **3.1.4** **Standard**	3.1.4 Where helicopters are operated to or from heliports in a congested hostile environment, the competent authority of the State in which the heliport is situated shall specify the requirements to enable these operations to be conducted in a manner that gives appropriate consideration for the risk associated with an engine failure. *Note.— Guidance on "appropriate consideration" is contained in Attachment A, 2.4.*	CV CAR 8, NI: 8.G.205 (c) (d)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 3 Reference **3.2.1** **Standard**	**3.2 APPLICABLE TO HELICOPTERS CERTIFICATED IN ACCORDANCE WITH PART IV OF ANNEX 8** 3.2.1 The Standards contained in 3.2.2 to 3.2.7 inclusive are applicable to the helicopters to which Part IV of Annex 8 is applicable. *Note.— The following Standards do not include quantitative specifications comparable to those found in national airworthiness codes. In accordance with 3.1.1, they are to be supplemented by national requirements prepared by Contracting States.*	CV CAR 8.G.105 8.G.205 (a)(b) 8.G.210 (g)(h)	No Difference		
Chapter 3 Reference **3.2.2** **Standard**	3.2.2 The level of performance defined by the appropriate parts of the code of performance referred to in 3.1.1 for the helicopters designated in 3.2.1 shall be consistent with the overall level embodied in the Standards of this chapter. *Note.— Attachment A contains guidance material which indicates, by an Example, the level of performance intended by the Standards and Recommended Practices of this chapter.*	CV CAR 8.G	No Difference		
Chapter 3 Reference **3.2.3** **Standard**	3.2.3 A helicopter shall be operated in compliance with the terms of its certificate of airworthiness and within the approved operating limitations contained in its flight manual.	CV CAR 8.B.130 8.F.205 a) 8.G.110 a)	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.2.4** **Standard**	3.2.4 The State of the Operator shall take such precautions as are reasonably possible to ensure that the general level of safety contemplated by these provisions is maintained under all expected operating conditions, including those not covered specifically by the provisions of this chapter.	CV CAR 8.G.1008.G.200	No Difference		
Chapter 3 Reference **3.2.5** **Standard**	3.2.5 A flight shall not be commenced unless the performance information provided in the flight manual indicates that the Standards of 3.2.6 and 3.2.7 can be complied with for the flight to be undertaken.	CV CAR 8.G.115 a)	No Difference		
Chapter 3 Reference **3.2.6** **Standard**	3.2.6 In applying the Standards of this chapter, account shall be taken of all factors that significantly affect the performance of the helicopter (such as: mass, operating procedures, the pressure-altitude appropriate to the elevation of the operating site, temperature, wind and condition of the surface). Such factors shall be taken into account directly as operational parameters or indirectly by means of allowances or margins, which may be provided in the scheduling of performance data or in the code of performance in accordance with which the helicopter is being operated.	CV CAR 8.G.115 8.H.115 8.G.215 c)	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.2.7** **Standard**	**3.2.7 Mass limitations** a) The mass of the helicopter at the start of take-off shall not exceed the mass at which the code of performance referred to in 3.1.1 is complied with, allowing for expected reductions in mass as the flight proceeds and for such fuel jettisoning as is appropriate. b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the helicopter flight manual taking into account the factors specified in 3.2.6. c) In no case shall the estimated mass for the expected time of landing at the destination and at any alternate exceed the maximum landing mass specified in the helicopter flight manual taking into account the factors specified in 3.2.6. d) In no case shall the mass at the start of take-off, or at the expected time of landing at the destination and at any alternate, exceed the relevant maximum mass at which compliance has been demonstrated with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain operating site where there is no noise disturbance problem, by the competent authority of the State in which the operating site is situated.	CV CAR 8.G.115 8.G.215 (c)(1)(3) 8.G.115 8.G.205 (a) 8.G.215 c) 2) iv) 8.G.215 c) 2) iv) 8.G.115 a) 7)	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.2.7.1** **Standard**	3.2.7.1 In developing a code of performance, the State of the Operator shall either apply a risk assessment methodology in accordance with the guidance in Attachment A or, for those States that choose not to apply a risk assessment methodology, the Standards of 3.2.7.2, 3.2.7.3 and 3.2.7.4 shall apply.	CV CAR 8, 8.G.205 (b)	No Difference		
Chapter 3 Reference **3.2.7.2.1** **Standard**	3.2.7.2 *Take-off and initial climb phase* 3.2.7.2.1 *Operations in performance Class 1.* The helicopter shall be able, in the event of the failure of the critical engine being recognized at or before the take-off decision point, to discontinue the take-off and stop within the rejected take-off area available or, in the event of the failure of the critical engine being recognized at or after the take-off decision point, to continue the take-off, clearing all obstacles along the flight path by an adequate margin until the helicopter is in a position to comply with 3.2.7.3.1.	CV CAR 8.G.220 (b) (1)	No Difference		
Chapter 3 Reference **3.2.7.2.2** **Standard**	3.2.7.2.2 *Operations in performance Class 2.* The helicopter shall be able, in the event of the failure of the critical engine at any time after reaching DPATO, to continue the take-off, clearing all obstacles along the flight path by an adequate margin until the helicopter is in a position to comply with 3.2.7.3.1. Before the DPATO, failure of the critical engine may cause the helicopter to force-land; therefore the conditions stated in 3.1.2 shall apply.	CV CAR 8.G.220 (b) (2)	No Difference		

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Chapter 3 Reference **3.2.7.2.3** **Standard**	3.2.7.2.3 *Operations in performance Class 3.* At any point of the flight path, failure of an engine will cause the helicopter to force-land; therefore the conditions stated in 3.1.2 shall apply.	CV CAR 8.G.220 (b) (3)	No Difference		
Chapter 3 Reference **3.2.7.3.1** **Standard**	3.2.7.3 *En-route phase* 3.2.7.3.1 *Operations in performance Classes 1 and 2.* The helicopter shall be able, in the event of the failure of the critical engine at any point in the en-route phase, to continue the flight to a site at which the conditions of 3.2.7.4.1 for operations in performance Class 1, or the conditions of 3.2.7.4.2 for operations in performance Class 2 can be met, without flying below the appropriate minimum flight altitude at any point. *Note.— When the en-route phase is conducted over a hostile environment and the diversion time to an alternate would exceed two hours, it is recommended that the State of the Operator assess the risks associated with a second engine failure.*	CV CAR 8.G.230 (b) NI: 8.G.205	No Difference		
Chapter 3 Reference **3.2.7.3.2** **Standard**	3.2.7.3.2 *Operations in performance Class 3.* The helicopter shall be able, with all engines operating, to continue along its intended route or planned diversions without flying at any point below the appropriate minimum flight altitude. At any point of the flight path, failure of an engine will cause the helicopter to force-land; therefore the conditions stated in 3.1.2 shall apply.	CV CAR 8.G.220 (b) (3)	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.2.7.4.1** **Standard**	3.2.7.4 *Approach and landing phase* 3.2.7.4.1 *Operations in performance Class 1.* In the event of the failure of the critical engine being recognized at any point during the approach and landing phase, before the landing decision point, the helicopter shall, at the destination and at any alternate, after clearing all obstacles in the approach path, be able to land and stop within the landing distance available or to perform a balked landing and clear all obstacles in the flight path by an adequate margin equivalent to that specified in 3.2.7.2.1. In case of the failure occurring after the landing decision point, the helicopter shall be able to land and stop within the landing distance available.	CV CAR 8, 8. G.240 (e) (1)	No Difference		
Chapter 3 Reference **3.2.7.4.2** **Standard**	3.2.7.4.2 *Operations in performance Class 2.* In the event of the failure of the critical engine before the DPBL, the helicopter shall, at the destination and at any alternate, after clearing all obstacles in the approach path, be able either to land and stop within the landing distance available or to perform a balked landing and clear all obstacles in the flight path by an adequate margin equivalent to that specified in 3.2.7.2.2. After the DPBL, failure of an engine may cause the helicopter to force-land; therefore the conditions stated in 3.1.2 shall apply.	CV CAR 8, 8. G.240 (e) (2)	No Difference		
Chapter 3 Reference **3.2.7.4.3** **Standard**	3.2.7.4.3 *Operations in performance Class 3.* At any point of the flight path, failure of an engine will cause the helicopter to force-land; therefore the conditions stated in 3.1.2 shall apply.	CV CAR 8, 8. G.240 (e) (3)	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.3** **Standard**	**3.3 OBSTACLE DATA** The operator shall use available obstacle data to develop procedures to comply with the take-off, initial climb, approach and landing phases detailed in the code of performance established by the State of the Operator.	Cape Verde AIP; CV CAR 14, 14.D.110 (b) (1)14.D.220 (12) MOS 14.4.500	No Difference		
Chapter 3 Reference **3.4.1** **Standard**	**3.4 ADDITIONAL REQUIREMENTS FOR OPERATIONS OF HELICOPTERS IN PERFORMANCE CLASS 3 IN IMC, EXCEPT SPECIAL VFR FLIGHTS** 3.4.1 Operations in performance Class 3 in IMC shall be conducted only over a surface environment acceptable to the competent authority of the State over which the operations are performed.	CV CAR 8, 8.G.245 (a)(1)	No Difference		

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Chapter 3 Reference **3.4.2** **Standard**	3.4.2 In approving operations by helicopters operating in performance Class 3 in IMC, the State of the Operator shall ensure that the helicopter is certificated for flight under IFR and that the overall level of safety intended by the provisions of Annexes 6 and 8 is provided by: a) the reliability of the engines; b) the operator's maintenance procedures, operating practices and crew training programmes; and c) equipment and other requirements provided in accordance with Appendix 2. *Note.— Guidance on additional requirements for operations of helicopters in performance Class 3 in IMC is contained in Appendix 2.*	CV CAR 8, 8.G.245 (a)(3)	No Difference		
Chapter 3 Reference **3.4.3** **Standard**	3.4.3 Operators of helicopters operating in performance Class 3 in IMC shall have a programme for engine trend monitoring and shall utilize the engine and helicopter manufacturers' recommended instruments, systems and operational/ maintenance procedures to monitor the engines.	CV CAR 8, 8.G.245 (b)	No Difference		
Chapter 3 Reference **3.4.4** **Recommendation**	3.4.4 **Recommendation**.— *In order to minimize the occurrence of mechanical failures, helicopters operating in IMC in performance Class 3 should utilize vibration health monitoring for the tail-rotor drive system.*	CV CAR 8, 8.G.245 (b)	No Difference	CV-CAR 8 has no clear reference to tail-rotor drive system	To be harmonized.

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Chapter 4 Reference **4.1.1** **Standard**	**CHAPTER 4. HELICOPTER INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS** *Note.— Specifications for the provision of helicopter communication and navigation equipment are contained in Chapter 5.* **4.1 GENERAL** 4.1.1 In addition to the minimum equipment necessary for the issuance of a certificate of airworthiness, the instruments, equipment and flight documents prescribed in the following paragraphs shall be installed or carried, as appropriate, in helicopters according to the helicopter used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be approved or accepted by the State of Registry.	CV CAR 7, 7.A.120 (a) (b)8.B.120	No Difference		

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 4 Reference **4.1.2** **Standard**	4.1.2 A helicopter shall carry a certified true copy of the air operator certificate specified in 2.2.1, and a copy of the operations specifications relevant to the helicopter type, issued in conjunction with the certificate. When the certificate and the associated operations specifications are issued by the State of the Operator in a language other than English, an English translation shall be included. *Note.— Provisions for the content of the air operator certificate and its associated operations specifications are contained in 2.2.1.5 and 2.2.1.6.*	CV CAR 8, 8.B.140(a)(8)	No Difference		
Chapter 4 Reference **4.1.3** **Standard**	4.1.3 The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the helicopter's compliance with the airworthiness requirements applicable in the State of Registry. *Note.— Attachment C contains guidance on the minimum equipment list.*	CV CAR 9.C.105 (h)(2) 9.C.130 (a) (b) (c)8.B.140 a) (12)	No Difference		

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Chapter 4 Reference **4.1.4** **Standard**	4.1.4 The operator shall make available to operations staff and crew members an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles. The manual shall be easily accessible to the flight crew during all flight operations. *Note.— Guidance material on the application of Human Factors principles can be found in the* Human Factors Training Manual *(Doc 9683).*	CV CAR 9.C.1158.B.140 (a) (10) (11)	No Difference		
Chapter 4 Reference **4.2.1** **Standard**	**4.2 ALL HELICOPTERS ON ALL FLIGHTS** 4.2.1 A helicopter shall be equipped with instruments that will enable the flight crew to control the flight path of the helicopter, carry out any required procedural manoeuvres and observe the operating limitations of the helicopter in the expected operating conditions.	CV CAR 7.B.105 a)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 4 Reference **4.2.2** **Standard**	4.2.2 A helicopter shall be equipped with: a) accessible and adequate medical supplies; **Recommendation.—** *Medical supplies should comprise:* *1) a first-aid kit; and* *2) for helicopters required to carry cabin crew as part of the operating crew, a universal precaution kit, for the use of cabin crew in managing incidents of ill health associated with a case of suspected communicable disease, or in the case of illness involving contact with body fluids.* *Note.— Guidance on the contents of first-aid and universal precaution kits is given in Attachment B.* b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the helicopter. At least one shall be located in: 1) the pilot's compartment; and 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew. *Note 1.— Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the helicopter may count as one prescribed.* *Note 2.— Refer to 4.2.2.1 for fire extinguishing agents.*	CV CAR 7.I.160, 7.I.155, 7.I.130, 9.C.160 9.C.1708.I.120 a) 5)9.C.1907.J.1057.J.135	No Difference		

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
	c) 1) a seat or berth for each person over an age to be determined by the State of the Operator; 2) a seat belt for each seat and restraining belts for each berth; and 3) a safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device which will automatically restrain the occupant's torso in the event of rapid deceleration. **Recommendation.—** *When dual controls are fitted, the safety harness for each pilot seat should incorporate a restraining device to prevent the upper body of an incapacitated occupant from interfering with the flight controls.* *Note 1.— Depending on the design, the lock on an inertia reel device may suffice for this purpose.* *Note 2.— Safety harness includes shoulder straps and a seat belt which may be used independently.* d) means of ensuring that the following information and instructions are conveyed to passengers: 1) when seat belts or harnesses are to be fastened; 2) when and how oxygen equipment is to be used if the carriage of oxygen is required; 3) restrictions on smoking;				

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	4) location and use of life jackets or equivalent individual flotation devices where their carriage is required; and 5) location and method of opening emergency exits; and e) if fuses are used, spare electrical fuses of appropriate ratings for replacement of those accessible in flight.				
Chapter 4 Reference **4.2.2.1** **Standard**	4.2.2.1 Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in a helicopter for which the individual certificate of airworthiness is first issued on or after 31 December 2011 and any extinguishing agent used in a portable fire extinguisher in a helicopter for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall: a) meet the applicable minimum performance requirements of the State of Registry; and b) not be of a type listed in the 1987 *Montreal Protocol on Substances that Deplete the Ozone Layer* as it appears in the Eighth Edition of the *Handbook for the Montreal Protocol on Substances that Deplete the Ozone La*yer, Annex A, Group II. *Note.— Information concerning extinguishing agents is contained in the* UNEP Halons Technical Options Committee Technical Note No. 1 – New Technology Halon Alternatives *and* FAA Report No. DOT/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.	CV CAR 7, 7.I.135 (C)	No Difference		

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 4 Reference **4.2.3** **Standard**	4.2.3 A helicopter shall carry: a) the operations manual prescribed in 2.2.2, or those parts of it that pertain to flight operations; b) the helicopter flight manual for the helicopter, or other documents containing performance data required for the application of Chapter 3 and any other information necessary for the operation of the helicopter within the terms of its certificate of airworthiness, unless these data are available in the operations manual; and c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.	CV CAR 8.B.140 a)11) 8.B.140 a)10) 8.B.140 a)20)	No Difference		
Chapter 4 Reference **4.2.4.1** **Standard**	**4.2.4 Marking of break-in points** 4.2.4.1 If areas of the fuselage suitable for break-in by rescue crews in an emergency are marked on a helicopter, such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background.	CV CAR 7.I.150 (a)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 4 Reference **4.2.4.2** **Standard**	4.2.4.2 If the corner markings are more than 2 m apart, intermediate lines 9 cm × 3 cm shall be inserted so that there is no more than 2 m between adjacent markings. *Note.— This Standard does not require any helicopter to have break-in areas.* MARKING OF BREAK-IN POINTS (see 4.2.4)	CV CAR 7.I.150 (a)	No Difference		

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 4 Reference **4.3.1.1.1** **Standard**	**4.3 FLIGHT RECORDERS** *Note 1.— Crash-protected flight recorders comprise one or more of the following systems:* — *a flight data recorder (FDR),* — *a cockpit voice recorder (CVR),* — *an airborne image recorder (AIR,* — *a data link recorder (DLR).* *Image and data link information may be recorded on either the CVR or the FDR.* *Note 2.— Combination recorders (FDR/CVR) may be used to meet the flight recorder equipage requirements in this Annex.* *Note 3.— Detailed requirements on flight recorders are contained in Appendix 4.* *Note 4.— Lightweight flight recorders comprise one or more of the following systems:* — *an aircraft data recording system (ADRS),* — *a cockpit audio recording system (CARS),* — *an airborne image recording system (AIRS),* — *a data link recording system (DLRS)* *Image and data link information may be recorded on either the CARS or the ADRS.* *Note 5.— For helicopters for which the application for type certification is submitted to a Contracting State before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance*	CV CAR 7, 7.H.310 (b)(1)	More Exacting or Exceeds		Take-off mass of over 3180 kg

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

Report on entire Annex

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Chapter 4 Reference **4.3.1.1.2** **Standard**	4.3.1.1.2 All helicopters of a maximum certificated take-off mass of over 7 000 kg, or having a passenger seating configuration of more than nineteen, for which the individual certificate of airworthiness is first issued on or after 1 January 1989 shall be equipped with an FDR which shall record at least the first 30 parameters listed in Table A4-1 of Appendix 4.	CV CAR 7, 7.H.310 (b)(2)	No Difference		
Chapter 4 Reference **4.3.1.1.3** **Recommendation**	4.3.1.1.3 **Recommendation.—** *All helicopters of a maximum certificated take-off mass of over 3 175 kg, up to and including 7 000 kg, for which the individual certificate of airworthiness is first issued on or after 1 January 1989, should be equipped with an FDR which should record at least the first 15 parameters listed in Table A4-1 of Appendix 4.*	CV CAR 7, 7.H.310 (b)(3)	More Exacting or Exceeds		Take-off mass of over 3180 kg

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 4 Reference **4.3.1.1.4** **Standard**	4.3.1.1.4 All turbine-engined helicopters of a maximum certificated take-off mass of over 2 250 kg, up to and including 3 175 kg for which the application for type certification was submitted to a Contracting State on or after 1 January 2018 shall be equipped with: a) an FDR which shall record at least the first 48 parameters listed in Table A4-1 of Appendix 4; or b) a Class C AIR or AIRS which shall record at least the flight path and speed parameters displayed to the pilot(s), as defined in Appendix 4, Table A4-3; or c) an ADRS which shall record the first 7 parameters listed in Table A4-3 of Appendix 4. *Note.— The "application for type certification was submitted to a Contracting State" refers to the date of application of the original "Type Certificate" for the helicopter type, not the date of certification of particular helicopter variants or derivative models.*	CV CAR 7, 7.H.310 (b)(4)	More Exacting or Exceeds		Take-off mass of over 3180 kg

Report on entire Annex

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Chapter 4 Reference **4.3.1.1.5** **Recommendation**	4.3.1.1.5 **Recommendation.—** *All helicopters of a maximum certificated take-off mass of 3 175 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2018 should be equipped with:* *a) an FDR which should record at least the first 48 parameters listed in Table A4-1 of Appendix 4; or* *b) a Class C AIR or AIRS which should record at least the flight path and speed parameters displayed to the pilot(s), as defined in Appendix 4, Table A4-3; or* *c) an ADRS which should record the first 7 parameters listed in Table A4-3 of Appendix 4.* *Note.— AIR or AIRS classification is defined in 4.1 of Appendix 4.*	CV CAR 77.H.1207.H.305	No Difference		
Chapter 4 Reference **4.3.1.1.6** **Standard**	4.3.1.1.6 All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the application for type certificate is submitted to a Contracting State on or after 1 January 2023 shall be equipped with an FDR capable of recording at least the first 53 parameters listed in Table A4-1 of Appendix 4.		Less protective or partially implemented or not implemented	Partially implemented	
Chapter 4 Reference **4.3.1.1.7** **Recommendation**	4.3.1.1.7 **Recommendation**.— *All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2023 should be equipped with an FDR capable of recording at least the first 53 parameters listed in Table A4-1 of Appendix 4.*		Less protective or partially implemented or not implemented	Partially implemented	

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Chapter 4 Reference **4.3.1.2** **Standard**	4.3.1.2 *Recording technology* FDRs, ADRS, AIRs or AIRS shall not use engraving metal foil, frequency modulation (FM), photographic film or magnetic tape.	CV CAR 7.H.320 (a) (1)	No Difference		
Chapter 4 Reference **4.3.1.3** **Standard**	4.3.1.3 *Duration* All FDRs shall retain the information recorded during at least the last 10 hours of their operation.	CV CAR 7, 7.H.315 (3)	No Difference		
Chapter 4 Reference **4.3.2.1.1** **Standard**	**4.3.2 Cockpit voice recorders and cockpit audio recording systems** 4.3.2.1 *Applicability* 4.3.2.1.1 All helicopters of a maximum certificated take-off mass of over 7 000 kg shall be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR.	CV CAR 7.H.210 (b)(3)(4)	No Difference		
Chapter 4 Reference **4.3.2.1.2** **Recommendation**	4.3.2.1.2 **Recommendation.—** *All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1987 should be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed should be recorded on the CVR.*	CV CAR 7.H.210 (b)(1)(2)	More Exacting or Exceeds		

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Chapter 4 Reference **4.3.2.2** **Standard**	4.3.2.2 *Recording technology* CVRs and CARS shall not use magnetic tape or wire.	CV-CAR 77.H.320 (4)	No Difference		
Chapter 4 Reference **4.3.2.3** **Standard**	4.3.2.3 *Duration* All helicopters required to be equipped with a CVR, shall be equipped with a CVR which shall retain the information recorded during at least the last two hours of its operation.	CV-CAR 77.H.215 (2)	No Difference		
Chapter 4 Reference **4.3.3.1.1** **Standard**	**4.3.3 Data link recorders** 4.3.3.1 *Applicability* 4.3.3.1.1 All helicopters for which the individual certificate of airworthiness is first issued on or after 1 January 2016, which utilize any of the data link communications applications listed in 5.1.2 of Appendix 4 and are required to carry a CVR, shall record on a crash-protected flight recorder the data link communications messages.	CV CAR 7.H.405 (a)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.3.3.1.2** **Standard**	4.3.3.1.2 All helicopters which are modified on or after 1 January 2016 to install and utilize any of the data link communications applications listed in 5.1.2 of Appendix 4 and are required to carry a CVR shall record on a crash-protected flight recorder the data link communications messages. *Note.— A Class B AIR could be a means for recording data link communications applications messages to and from the helicopters where it is not practical or is prohibitively expensive to record those data link communications applications messages on FDR or CVR.*	CV CAR 7.H.405 (b) NOTE 2	No Difference		
Chapter 4 Reference **4.3.3.2** **Standard**	4.3.3.2 *Duration* The minimum recording duration shall be equal to the duration of the CVR.	CV CAR 7, 7.H.410	No Difference		
Chapter 4 Reference **4.3.3.3** **Standard**	4.3.3.3 *Correlation* Data link recording shall be able to be correlated to the recorded cockpit audio.	CV CAR 7.H.415	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.3.4.1** **Standard**	**4.3.4 Flight recorders — general** 4.3.4.1 *Construction and installation* Flight recorders shall be constructed, located and installed so as to provide maximum practical protection for the recordings in order that the recorded information may be preserved, recovered and transcribed. Flight recorders shall meet the prescribed crashworthiness and fire protection specifications.	CV CAR 7.H.110	No Difference		
Chapter 4 Reference **4.3.4.2.1** **Standard**	4.3.4.2 *Operation* 4.3.4.2.1 Flight recorders shall not be switched off during flight time.	CV CAR 7, 7.H.115 (a)	No Difference		
Chapter 4 Reference **4.3.4.2.2** **Standard**	4.3.4.2.2 To preserve flight recorder records, flight recorders shall be deactivated upon completion of flight time following an accident or incident. The flight recorders shall not be reactivated before their disposition as determined in accordance with Annex 13. *Note 1.— The need for removal of the flight recorder records from the aircraft will be determined by the investigation authority in the State conducting the investigation with due regard to the seriousness of an occurrence and the circumstances, including the impact on the operation.* *Note 2.— The operator's responsibilities regarding the retention of flight recorder records are contained in Section II, Chapter 9, 9.6.*	CV CAR 7, 7.H.115 (b)(c)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.3.4.3** **Standard**	4.3.4.3 *Continued serviceability* Operational checks and evaluations of recordings from the flight recorder systems shall be conducted to ensure the continued serviceability of the recorders. *Note.— Procedures for the inspections of the flight recorder systems are given in Appendix 4.*	CV CAR 7, 7.H.120	No Difference		
Chapter 4 Reference **4.3.4.4** **Recommendation**	4.3.4.4 *Flight recorders electronic documentation* **Recommendation.—** *The documentation requirement concerning FDR parameters provided by operators to accident investigation authorities should be in electronic format and take account of industry specifications.* *Note.— Industry specification for documentation concerning flight recorder parameters may be found in the ARINC 647A,* Flight Recorder Electronic Documentation*, or equivalent document.*	CV CAR 7.H.125	No Difference		

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Chapter 4 Reference **4.4.1** **Standard**	**4.4 INSTRUMENTS AND EQUIPMENT FOR FLIGHTS OPERATED UNDER VFR AND IFR — BY DAY AND NIGHT** *Note.— The flight instruments requirements in 4.4.1, 4.4.2 and 4.4.3 may be met by combinations of instruments or by electronic displays.* 4.4.1 All helicopters when operating in accordance with VFR by day shall be equipped with: a) a magnetic compass; b) an accurate timepiece indicating the time in hours, minutes and seconds; c) a sensitive pressure altimeter; d) an airspeed indicator; and e) such additional instruments or equipment as may be prescribed by the appropriate authority.	CV CAR 7, 7.B.115CV CAR 7, 7.B.120 (g)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.4.2** **Standard**	4.4.2 All helicopters when operating in accordance with VFR at night shall be equipped with: a) the equipment specified in 4.4.1; b) an attitude indicator (artificial horizon) for each required pilot and one additional attitude indicator; c) a slip indicator; d) a heading indicator (directional gyroscope); e) a rate of climb and descent indicator; f) such additional instruments or equipment as may be prescribed by the appropriate authority; and the following lights: g) the lights required by Annex 2 for aircraft in flight or operating on the movement area of a heliport; *Note.— The general characteristics of lights are specified in Annex 8.* h) two landing lights; i) illumination for all instruments and equipment that are essential for the safe operation of the helicopter that are used by the flight crew; j) lights in all passenger compartments; and k) a flashlight for each crew member station.	CV CAR 7, 7.B.125 (b)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.4.2.1** **Recommendation**	4.4.2.1 **Recommendation.**— *One of the landing lights should be trainable, at least in the vertical plane.*	CV-CAR 7.E.110 (8)	No Difference		

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Chapter 4 Reference **4.4.3** **Standard**	4.4.3 All helicopters when operating in accordance with IFR, or when the helicopter cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be equipped with: a) a magnetic compass; b) an accurate timepiece indicating the time in hours, minutes and seconds; c) two sensitive pressure altimeters; d) an airspeed indicating system with means of preventing malfunctioning due to either condensation or icing; e) a slip indicator; f) an attitude indicator (artificial horizon) for each required pilot and one additional attitude indicator; g) a heading indicator (directional gyroscope); h) a means of indicating whether the power supply to the gyroscope instrument is adequate; i) a means of indicating on the flight deck the outside air temperature; j) a rate of climb and descent indicator; k) a stabilization system, unless it has been demonstrated to the satisfaction of the certificating authority that the helicopter possesses, by nature of its design, adequate stability without such a system; l) such additional instruments or equipment as may be	CV CAR 7, 7.B.120 (g)	No Difference		

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	prescribed by the appropriate authority; and m) if operated at night, the lights specified in 4.4.2 g) to k) and 4.4.2.1.				
Chapter 4 Reference **4.4.3.1** **Standard**	4.4.3.1 All helicopters when operating in accordance with IFR shall be fitted with an emergency power supply, independent of the main electrical generating system, for the purpose of operating and illuminating, for a minimum period of 30 minutes, an attitude indicating instrument (artificial horizon), clearly visible to the pilot-in-command. The emergency power supply shall be automatically operative after the total failure of the main electrical generating system and clear indication shall be given on the instrument panel that the attitude indicator(s) is being operated by emergency power.	CV CAR 7, 7.B.120 (g) (2)	No Difference		
Chapter 4 Reference **4.4.4** **Recommendation**	4.4.4 **Recommendation.—** *A helicopter when operating in accordance with IFR and which has a maximum certificated take-off mass in excess of 3 175 kg or a maximum passenger seating configuration of more than 9 should be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.*		Less protective or partially implemented or not implemented	CV-CAR 7.G.125 requires GPWS only for aeroplanes.	to be incorporated by the end of 2019

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Chapter 4 Reference **4.5.1** **Standard**	**4.5 ALL HELICOPTERS ON FLIGHTS OVER WATER** **4.5.1 Means of flotation** All helicopters intended to be flown over water shall be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter when: a) engaged in offshore operations, or other overwater operations as prescribed by the State of the Operator; or b) flying over water in a hostile environment at a distance from land corresponding to more than 10 minutes at normal cruise speed when operating in performance Class 1 or 2; or *Note.— When operating in a hostile environment, a safe ditching requires a helicopter to be designed for landing on water or certificated in accordance with ditching provisions*. c) flying over water in a non-hostile environment at a distance from land specified by the appropriate authority of the responsible State when operating in performance Class 1; or *Note.— When considering the distance beyond which flotation equipment is required, the State should take into consideration the certification standard of the helicopter*. d) flying over water beyond autorotational or safe forced landing distance from land when operating in performance Class 3.	CV CAR 7, 7.I.195	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.5.2.1** **Standard**	**4.5.2 Emergency equipment** 4.5.2.1 Helicopters operating in performance Class 1 or 2 and operating in accordance with the provisions of 4.5.1 shall be equipped with: a) one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. For offshore operations the life jacket shall be worn constantly unless the occupant is wearing an integrated survival suit that includes the functionality of the life jacket; b) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken; c) when two life rafts are fitted, each shall be able to carry all occupants in the overload state; and d) equipment for making the pyrotechnical distress signals described in Annex 2. *Note.— The life raft overload state has a design safety margin of 1.5 times the maximum capacity.*	CV CAR 7, 7.I.190 (a) (3)CV CAR 7, 7.I.185 (b)CV CAR 7, 7.I.185 (b)CV CAR 7, 7.190 (a) (3), (4)(b), (c), (d), (e)	No Difference		

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Chapter 4 Reference **4.5.2.2** **Standard**	4.5.2.2 Helicopters operating in performance Class 3 when operating beyond autorotational distance from land but within a distance from land specified by the appropriate authority of the responsible State shall be equipped with one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. *Note.— When determining the distance from land referred to in 4.5.2.2, consideration should be given to environmental conditions and the availability of search and rescue facilities.*	CV CAR 7, 7.I.185 (b)	Less protective or partially implemented or not implemented		Not clearly stated
Chapter 4 Reference **4.5.2.2.1** **Standard**	4.5.2.2.1 For offshore operations, when operating beyond autorotational distance from land, the life jacket shall be worn unless the occupant is wearing an integrated survival suit that includes the functionality of the life jacket**.**	CV CAR 7, 7.I.195 (b)	No Difference		
Chapter 4 Reference **4.5.2.3** **Standard**	4.5.2.3 Helicopters operating in performance Class 3 when operating beyond the distance specified in 4.5.2.2 shall be equipped as in 4.5.2.1.	CV CAR 7, 7.I.195 (b)	Different in character or other means of compliance		For class 3 is not clearly stated.
Chapter 4 Reference **4.5.2.4** **Standard**	4.5.2.4 In the case of helicopters operating in performance Class 2 or 3, when taking off or landing at a heliport where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be likelihood of a ditching, at least the equipment required in 4.5.2.1 a) shall be carried.	CV CAR 7, 7.I.190 (4)	No Difference		

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Chapter 4 Reference **4.5.2.5** **Standard**	4.5.2.5 Each life jacket and equivalent individual flotation device, when carried in accordance with 4.5, shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.	CV CAR 7, 7.I.185 (4)	No Difference		
Chapter 4 Reference **4.5.2.6** **Recommendation**	4.5.2.6 **Recommendation.—** *On any helicopter for which the individual certificate of airworthiness is first issued on or after 1 January 1991, at least 50 per cent of the life rafts carried in accordance with the provisions of 4.5.2 should be deployable by remote control.*	CV CAR 77.I.190 (b)(e)	No Difference		
Chapter 4 Reference **4.5.2.7** **Recommendation**	4.5.2.7 **Recommendation.—** *Rafts which are not deployable by remote control and which have a mass of more than 40 kg should be equipped with some means of mechanically assisted deployment.*	CV CAR 7, 7.I.190 (e)	No Difference		
Chapter 4 Reference **4.5.2.8** **Recommendation**	4.5.2.8 **Recommendation.—** *On any helicopter for which the individual certificate of airworthiness was first issued before 1 January 1991, the provisions of 4.5.2.6 and 4.5.2.7 should be complied with no later than 31 December 1992.*	CV CAR 77.I.190 (b)(e)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.5.3.1** **Standard**	**4.5.3 All helicopters on flights over designated sea areas** 4.5.3.1 Helicopters, when operating over sea areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, shall be equipped with life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.	CV CAR 7.I.190 a)(3)(4) b) c) d)	No Difference		
Chapter 4 Reference **4.5.3.2** **Recommendation**	4.5.3.2 **Recommendation.—** *For offshore operations, a survival suit should be worn by all occupants when the sea temperature is less than 10°C or when the estimated rescue time exceeds the calculated survival time. When the elevation and strength of the sun results in a high temperature hazard on the flight deck, consideration should be given to alleviating the flight crew from this recommendation.* *Note.— When establishing rescue time, the sea state and the ambient light conditions should be taken into consideration.*		Not Applicable		
Chapter 4 Reference **4.6** **Standard**	**4.6 ALL HELICOPTERS ON FLIGHTS OVER DESIGNATED LAND AREAS** Helicopters, when operated across land areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, shall be equipped with such signalling devices and life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.	CV CAR 7, 7.I.120CV CAR 7, 7.I.125 (b)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.7.1** **Standard**	**4.7 EMERGENCY LOCATOR TRANSMITTER (ELT)** 4.7.1 From 1 July 2008, all helicopters operating in performance Class 1 and 2 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.5.1 a), with at least one automatic ELT and one ELT(S) in a raft or life jacket.	CV CAR 7, 7.I.125 (b)	No Difference		Does not specify the class, is for all helicopters
Chapter 4 Reference **4.7.2** **Standard**	4.7.2 From 1 July 2008, all helicopters operating in performance Class 3 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.5.1 b), with at least one automatic ELT and one ELT(S) in a raft or life jacket.	CV CAR 7, 7.I.125 (b)	No Difference		Does not specify the class, is for all helicopters
Chapter 4 Reference **4.7.3** **Standard**	4.7.3 ELT equipment carried to satisfy the requirements of 4.7.1 and 4.7.2 shall operate in accordance with the relevant provisions of Annex 10, Volume III. *Note.— The judicious choice of numbers of ELTs, their type and placement on aircraft and associated floatable life support systems will ensure the greatest chance of ELT activation in the event of an accident for aircraft operating over water or land, including areas especially difficult for search and rescue. Placement of transmitter units is a vital factor in ensuring optimal crash and fire protection. The placement of the control and switching devices (activation monitors) of automatic fixed ELTs and their associated operational procedures will also take into consideration the need for rapid detection of inadvertent activation and convenient manual switching by crew members.*	CV CAR 7, 7.I.125 (b) note 2	No Difference		

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Chapter 4 Reference **4.8.1** **Standard**	**4.8 ALL HELICOPTERS ON HIGH ALTITUDE FLIGHTS** *Note.— Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows:* Absolute pressure — Metres / Feet *700 hPa — 3 000 / 10 000* *620 hPa — 4 000 / 13 000* *376 hPa — 7 600 / 25 000* 4.8.1 A helicopter intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 2.3.8.1.	CV CAR 7, 7.I.165 (a) (b) (c)(d)(e)CV CAR 7, IS 7.I.165 a) Table I	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.8.2** **Standard**	4.8.2 A helicopter intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 2.3.8.2.	CV CAR 7, 7.I.165 (a) (b) (c)(d)(d)CV CAR 7,IS 7.I.165 (a)(b) Table II	No Difference		
Chapter 4 Reference **4.8.3** **Standard**	4.8.3 A helicopter intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa which cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, and for which the individual certificate of airworthiness was issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of 2.3.8.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.	CV CAR 7, 7.I.165 d) f)CV CAR 7,NI 7.I.165 (b) (4) (ii) (D)	No Difference		
Chapter 4 Reference **4.8.4** **Recommendation**	4.8.4 **Recommendation.—** *A helicopter intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa which cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, and for which the individual certificate of airworthiness was issued before 9 November 1998, should be provided with automatically deployable oxygen equipment to satisfy the requirements of 2.3.8.2. The total number of oxygen dispensing units should exceed the number of passenger and cabin crew seats by at least 10 per cent.*		Not Applicable		

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Chapter 4 Reference **4.9** **Standard**	**4.9 ALL HELICOPTERS IN ICING CONDITIONS** All helicopters shall be equipped with suitable anti-icing and/or de-icing devices when operated in circumstances in which icing conditions are reported to exist or are expected to be encountered.	CV CAR 7, 7.J.140 a) b)	No Difference		
Chapter 4 Reference **4.10.0.1** **Recommendation**	**4.10 HELICOPTERS WHEN CARRYING PASSENGERS — SIGNIFICANT-WEATHER DETECTION** **Recommendation.—** *Helicopters when carrying passengers should be equipped with operative weather radar or other significant-weather detection equipment whenever such helicopters are being operated in areas where thunderstorms or other potentially hazardous weather conditions, regarded as detectable, may be expected to exist along the route either at night or under instrument meteorological conditions.*	CV CAR 88.L.165	No Difference		

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Chapter 4 Reference **4.11** **Standard**	**4.11 ALL HELICOPTERS REQUIRED TO COMPLY WITH THE NOISE CERTIFICATION STANDARDS IN ANNEX 16, VOLUME I** All helicopters required to comply with the noise certification Standards of Annex 16, Volume I, shall carry a document attesting noise certification. When the document, or a suitable statement attesting noise certification as contained in another document approved by the State of Registry, is issued in a language other than English, it shall include an English translation. *Note 1.— The attestation may be contained in any document, carried on board, approved by the State of Registry in accordance with the relevant provisions of Annex 16, Volume I.* *Note 2.— The various noise certification Standards of Annex 16, Volume I, which are applicable to helicopters are determined according to the date of application for a type certificate, or the date of acceptance of an application under an equivalent prescribed procedure by the certificating authority. Some helicopters are not required to comply with any noise certification Standard. For details see Annex 16, Volume I, Part II, Chapters 8 and 11.*	CV CAR 8, 8.B.140 (a) (9)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 4 Reference **4.12.1** **Standard**	**4.12 HELICOPTERS CARRYING PASSENGERS — CABIN CREW SEATS** 4.12.1 All helicopters shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the helicopter) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 10.1 in respect of emergency evacuation. *Note 1.— In accordance with the provisions of 4.2.2 c) 1), a seat and seat belt shall be provided for the use of each additional cabin crew member.* *Note 2.— Safety harness includes shoulder straps and a seat belt which may be used independently.*	CV CAR 7, 7.J.105 (4) (5)	No Difference		
Chapter 4 Reference **4.12.2** **Standard**	4.12.2 Cabin crew seats shall be located near floor level and other emergency exits as required by the State of Registry for emergency evacuation.	CV-CAR 7.J.105 (5)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.13** **Standard**	**4.13 HELICOPTERS REQUIRED TO BE EQUIPPED WITH A PRESSURE-ALTITUDE REPORTING TRANSPONDER** Except as may be otherwise authorized by the appropriate authority, all helicopters shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the provisions of Annex 10, Volume IV. *Note.— This provision is intended to support the effectiveness of ACAS as well as to improve the effectiveness of air traffic services. The intent is also for aircraft not equipped with pressure-altitude reporting transponders to be operated so as not to share airspace used by aircraft equipped with airborne collision avoidance systems.*	CV CAR 7.D.125 (e)	No Difference		
Chapter 4 Reference **4.14** **Standard**	**4.14 MICROPHONES** All flight crew members required to be on flight deck duty shall communicate through boom or throat microphones.	CV CAR 8.E.320 (a)CV CAR 77.C.120 (a) (3)	No Difference		
Chapter 4 Reference **4.15.0.2** **Recommendation**	**4.15 VIBRATION HEALTH MONITORING SYSTEM** **Recommendation.—** *A helicopter which has a maximum certificated take-off mass in excess of 3 175 kg or a maximum passenger seating configuration of more than 9 should be equipped with a vibration health monitoring system.*	CV CAR 8, 8.G.245 (a) (iii)7.C.120 b) 2)	No Difference		

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Chapter 4 Reference **4.16.1** **Standard**	**4.16 HELICOPTERS EQUIPPED WITH AUTOMATIC LANDING SYSTEMS, A HEAD-UP DISPLAY (HUD) OR EQUIVALENT DISPLAYS, ENHANCED VISION SYSTEMS (EVS), SYNTHETIC VISION SYSTEMS (SVS) AND/OR COMBINED VISION SYSTEMS (CVS)** 4.16.1 Where helicopters are equipped with automatic landing systems, HUD or equivalent displays, EVS, SVS or CVS, or any combination of those systems into a hybrid system, the use of such systems for the safe operation of a helicopter shall be approved by the State of the Operator. *Note 1.— Information regarding a HUD or equivalent displays, including references to RTCA and EUROCAE documents, is contained in the* Manual of All-Weather Operations *(Doc 9365).* *Note 2.— Automatic landing system — helicopter is an automatic approach using airborne systems which provide automatic control of the flight path, to a point aligned with the landing surface, from which the pilot can transition to a safe landing by means of natural vision without the use of automatic control.*	CV CAR 7, 7.B.145 (a)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.16.2** **Standard**	4.16.2 In approving the operational use of automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, the State of the Operator shall ensure that: a) the equipment meets the appropriate airworthiness certification requirements; b) the operator has carried out a safety risk assessment of the operations supported by the automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS; and c) the operator has established and documented the procedures for the use of, and training requirements for, automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS. *Note 1.— Guidance on safety risk assessments is contained in the* Safety Management Manual (SMM) *(Doc 9859).* *Note 2.— Guidance on operational approvals is contained in Attachment G.*	CV CAR 7, 7.B.145 (b)	No Difference		
Chapter 4 Reference **4.17** **Note**	**4.17 ELECTRONIC FLIGHT BAGS (EFBS)** *Note.— Guidance on EFB equipment, functions and operational approval is contained in the* Manual on Electronic Flight Bags (EFBs) *(Doc 10020).*	CV-CAR 7.B.150	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.17.1** **Standard**	**4.17.1 EFB equipment** Where portable EFBs are used on board a helicopter, the operator shall ensure that they do not affect the performance of the helicopter systems, equipment or the ability to operate the helicopter.	CV CAR 7.B.150	Less protective or partially implemented or not implemented		Only for aeroplanes
Chapter 4 Reference **4.17.2.1** **Standard**	**4.17.2 EFB functions** 4.17.2.1 Where EFBs are used on board a helicopter the operator shall: a) assess the safety risk(s) associated with each EFB function; b) establish and document the procedures for the use of, and training requirements for, the device and each EFB function; and c) ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely. *Note.— Guidance on safety risk assessments is contained in the* Safety Management Manual (SMM) *(Doc 9859).*	CV CAR 7.B.150	Less protective or partially implemented or not implemented		Only for aeroplanes
Chapter 4 Reference **4.17.2.2** **Standard**	4.17.2.2 The State of the Operator shall approve the operational use of EFB functions to be used for the safe operation of helicopters.	CV CAR 7.B.150	Less protective or partially implemented or not implemented		

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Chapter 4 Reference **4.17.3** **Standard**	**4.17.3 EFB operational approval** In approving the operational use of EFBs, the State of the Operator shall ensure that: a) the EFB equipment and its associated installation hardware, including interaction with helicopter systems if applicable, meet the appropriate airworthiness certification requirements; b) the operator has assessed the safety risks associated with the operations supported by the EFB function(s); c) the operator has established requirements for redundancy of the information (if appropriate) contained and displayed by the EFB function(s); d) the operator has established and documented procedures for the management of the EFB function(s) including any databases it may use; and e) the operator has established and documented the procedures for the use of, and training requirements for the EFB function(s). *Note.— Guidance on safety risk assessments is contained in* the Safety Management Manual (SMM) *(Doc 9859).*	CV CAR 7.B.150	Less protective or partially implemented or not implemented		

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Chapter 5 Reference **5.1.1** **Standard**	**CHAPTER 5. HELICOPTER COMMUNICATION, NAVIGATION AND SURVEILLANCE EQUIPMENT** **5.1 COMMUNICATION EQUIPMENT** 5.1.1 A helicopter shall be provided with radio communication equipment capable of: a) conducting two-way communication for heliport control purposes; b) receiving meteorological information at any time during flight; and c) conducting two-way communication at any time during flight with at least one aeronautical station and with such other aeronautical stations and on such frequencies as may be prescribed by the appropriate authority. *Note.— The requirements of 5.1.1 are considered fulfilled if the ability to conduct the communications specified therein is established during radio propagation conditions which are normal for the route.*	CV CAR 7, 7.C.105 (a)(b) 1) (b) 3) (b) 1) 2)	No Difference		

Report on entire Annex

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Chapter 5 Reference **5.1.2** **Standard**	5.1.2 The radio communication equipment required in accordance with 5.1.1 shall provide for communications on the aeronautical emergency frequency 121.5 MHz.	CV CAR 7, 7.C.105 (a)(b)(4)	No Difference		
Chapter 5 Reference **5.1.3** **Standard**	5.1.3 For operations where communication equipment is required to meet an RCP specification for performance-based communication (PBC), a helicopter shall, in addition to the requirements specified in 5.1.1: a) be provided with communication equipment which will enable it to operate in accordance with the prescribed RCP specification(s); b) have information relevant to the helicopter RCP specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and c) have information relevant to the helicopter RCP specification capabilities included in the MEL. *Note.— Information on the performance-based communication and surveillance (PBCS) concept and guidance material on its implementation are contained in the* Performance-based Communication and Surveillance (PBCS) Manual *(Doc 9869).*	CV-CAR 7.C.125 (a)	No Difference		

Report on entire Annex

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Chapter 5 Reference **5.1.4** **Standard**	5.1.4 The State of the Operator shall, for operations where an RCP specification for PBC has been prescribed, ensure that the operator has established and documented: a) normal and abnormal procedures, including contingency procedures; b) flight crew qualification and proficiency requirements, in accordance with appropriate RCP specifications; c) a training programme for relevant personnel consistent with the intended operations; and d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate RCP specifications.	CV-CAR 7.C.125 (b)	No Difference		
Chapter 5 Reference **5.1.5** **Standard**	5.1.5 The State of the Operator shall ensure that, in respect of those helicopters mentioned in 5.1.3, adequate provisions exist for: a) receiving the reports of observed communication performance issued by monitoring programmes established in accordance with Annex 11, Chapter 3, 3.3.5.2; and b) taking immediate corrective action for individual helicopters, helicopter types or operators, identified in such reports as not complying with the RCP specification(s).	CV-CAR 7.C.125 (c)	No Difference		

Report on entire Annex

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Chapter 5 Reference **5.2.1** **Standard**	**5.2 NAVIGATION EQUIPMENT** 5.2.1 A helicopter shall be provided with navigation equipment which will enable it to proceed: a) in accordance with its operational flight plan; and b) in accordance with the requirements of air traffic services; except when, if not so precluded by the appropriate authority, navigation for flights under VFR is accomplished by visual reference to landmarks.	CV-CAR 7.C.105 (a)	No Difference		

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Chapter 5 Reference **5.2.2** **Standard**	5.2.2 For operations where a navigation specification for performance-based navigation (PBN) has been prescribed, a helicopter shall, in addition to the requirements specified in 5.2.1: a) be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s); and b) have information relevant to the helicopter navigation specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and c) have information relevant to the helicopter navigation specification capabilities included in the MEL. *Note.— Guidance on helicopter documentation is contained in the* Performance-based Navigation (PBN) Manual *(Doc 9613).*	CV-CAR 7.D.120 (a)	No Difference		

Report on entire Annex

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Chapter 5 Reference **5.2.3** **Standard**	5.2.3 The State of the Operator shall, for operations where a navigation specification for PBN has been prescribed, ensure that the operator has established and documented: a) normal and abnormal procedures, including contingency procedures; b) flight crew qualification and proficiency requirements, in accordance with the appropriate navigation specifications; c) a training programme for relevant personnel consistent with the intended operations; and d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate navigation specifications. *Note 1.— Guidance on safety risks and mitigations for PBN operations, in accordance with Annex 19, are contained in the* Performance-based Navigation (PBN) Operational Approval Manual *(Doc 9997).* *Note 2.— Electronic navigation data management is an integral part of normal and abnormal procedures*.	CV CAR 7, 7.D.120 (b)	No Difference		
Chapter 5 Reference **5.2.4** **Standard**	5.2.4 The State of the Operator shall issue a specific approval for operations based on PBN authorization required (AR) navigation specifications. *Note.— Guidance on specific approvals for PBN authorization required (AR) navigation specifications is contained in the* Performance-based Navigation (PBN) Operational Approval Manual *(Doc 9997).*	CV CAR 7.D.120, (c)	No Difference		

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Chapter 5 Reference **5.2.5** **Standard**	5.2.5 The helicopter shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the helicopter to navigate in accordance with 5.2.1 and, where applicable, 5.2.2.	CV CAR 7, 7.D.115 (f)	Less protective or partially implemented or not implemented		only for aeroplanes
Chapter 5 Reference **5.2.6** **Standard**	5.2.6 On flights in which it is intended to land in instrument meteorological conditions, a helicopter shall be provided with appropriate navigation equipment providing guidance to a point from which a visual landing can be effected. This equipment shall be capable of providing such guidance at each heliport at which it is intended to land in instrument meteorological conditions and at any designated alternate heliports.	CV CAR 7, 7.D.105 (f) 1) 2) 3)	No Difference		
Chapter 5 Reference **5.3.1** **Standard**	**5.3 SURVEILLANCE EQUIPMENT** 5.3.1 A helicopter shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services.	CV CAR 7, 7.D.205	No Difference		

Report on entire Annex

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Chapter 5 Reference **5.3.2** **Standard**	5.3.2 For operations where surveillance equipment is required to meet an RSP specification for performance-based surveillance (PBS), a helicopter shall, in addition to the requirements specified in 5.3.1: a) be provided with surveillance equipment which will enable it to operate in accordance with the prescribed RSP specification(s); b) have information relevant to the helicopter RSP specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and c) have information relevant to the helicopter RSP specification capabilities included in the MEL. *Note 1.— Information on surveillance equipment is contained in the* Aeronautical Surveillance Manual *(Doc 9924).* *Note 2.— Information on RSP specifications for performance-based surveillance is contained in the* Performance-based Communication and Surveillance (PBCS) Manual *(Doc 9869).*	CV CAR 7, 7.D.105 (b)	Less protective or partially implemented or not implemented		

Report on entire Annex

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Chapter 5 Reference **5.3.3** **Standard**	5.3.3 The State of the Operator shall, for operations where an RSP specification for PBS has been prescribed, ensure that the operator has established and documented: a) normal and abnormal procedures, including contingency procedures; b) flight crew qualification and proficiency requirements, in accordance with appropriate RSP specifications; c) a training programme for relevant personnel consistent with the intended operations; and d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate RSP specifications.	CV CAR 7, 7.D.210 (b)	No Difference		
Chapter 5 Reference **5.3.4** **Standard**	5.3.4 The State of the Operator shall ensure that, in respect of those helicopters mentioned in 5.3.2, adequate provisions exist for: a) receiving the reports of observed surveillance performance issued by monitoring programmes established in accordance with Annex 11, Chapter 3, 3.3.5.2; and b) taking immediate corrective action for individual helicopter, helicopter types or operators, identified in such reports as not complying with the RSP specification(s).	CV CAR 7, 7.D.210 (c)	No Difference		

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Chapter 5 Reference **5.4** **Standard**	**5.4 INSTALLATION** The equipment installation shall be such that the failure of any single unit required for communication, navigation or surveillance purposes or any combination thereof will not result in the failure of another unit required for communication, navigation or surveillance purposes.	CV CAR 7, 7.D.215	No Difference		
Chapter 5 Reference **5.5.1** **Standard**	**5.5 ELECTRONIC NAVIGATION DATA MANAGEMENT** 5.5.1 The operator shall not employ electronic navigation data products that have been processed for application in the air and on the ground, unless the State of the Operator has approved the operator's procedures for ensuring that the process applied and the products delivered have met acceptable standards of integrity and that the products are compatible with the intended function of the existing equipment. The State of the Operator shall ensure that the operator continues to monitor both the process and products. *Note.— Guidance relating to the processes that data suppliers may follow is contained in RTCA DO200A/EUROCAE ED-76 and RTCA DO-201A/EUROCAE ED-77.*	CV CAR 7.D.220 (a) (1) (2), Nota	No Difference		

Report on entire Annex

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Chapter 5 Reference **5.5.2** **Standard**	5.5.2 The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.	CV CAR 7, 7.D.220 a) 3)	No Difference		

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Chapter 6 Reference **6.1.1** **Standard**	**CHAPTER 6. HELICOPTER MAINTENANCE††** *Note 1.— For the purpose of this chapter "helicopter" includes: engines, power transmissions, rotors, components, accessories, instruments, equipment and apparatus including emergency equipment.* *Note 2.— Reference is made throughout this chapter to the requirements of the State of Registry. When the State of the Operator is not the same as the State of Registry, it may be necessary to consider any additional requirements of the State of the Operator.* *Note 3.— Guidance on continuing airworthiness requirements is contained in the* Airworthiness Manual *(Doc 9760).* **6.1 OPERATOR'S MAINTENANCE RESPONSIBILITIES††** 6.1.1 Operators shall ensure that, in accordance with procedures acceptable to the State of Registry: a) each helicopter they operate is maintained in an airworthy condition; b) the operational and emergency equipment necessary for the intended flight is serviceable; and c) the certificate of airworthiness of the helicopter they	CV CAR 9, 9.D.110 (a) (b) (c)	No Difference		

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	operate remains valid. --- †† Applicable as of 5 November 2020, the following Chapter and paragraph will be titled: Chapter 6 — *Helicopter Continuing Airworthiness*. Paragraph 6.1 — *Operator's Continuing Airworthiness Responsibilities.*				
Chapter 6 Reference **6.1.2** **Standard**	6.1.2 Until 4 November 2020, the operator shall not operate a helicopter unless it is maintained and released to service by an organization approved in accordance with Annex 6, Part I, 8.7, or under an equivalent system, either of which shall be acceptable to the State of Registry.	CV CAR 9.D.115 (a) (b) (c)	No Difference		
Chapter 6 Reference **6.1.2** **Standard**	*6.1.2* As of 5 November 2020, the operator shall not operate a helicopter unless maintenance on the helicopter, including any associated engine, rotor and part, is carried out: a) by an organization complying with Annex 8, Part II, Chapter 6 that is either approved by the State of Registry of the helicopter or is approved by another Contracting State and is accepted by the State of Registry; or b) by a person or organization in accordance with procedures that are authorized by the State of Registry; and there is a maintenance release in relation to the maintenance carried out.	CV CAR 55.D.205	Less protective or partially implemented or not implemented	Partilly implemented	

Report on entire Annex

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Chapter 6 Reference **6.1.3** **Standard**	6.1.3 Until 4 November 2020, when the State of Registry accepts an equivalent system, the person signing the maintenance release shall be licensed in accordance with Annex 1.		Not Applicable		Cabo Verde does not accept equivalent systems
Chapter 6 Reference **6.1.4** **Standard**	6.1.4 The operator shall employ a person or group of persons to ensure that all maintenance is carried out in accordance with the maintenance control manual.	CV CAR 9, 9.D.125 (d)	No Difference		
Chapter 6 Reference **6.1.5** **Standard**	6.1.5 The operator shall ensure that the maintenance of its helicopters is performed in accordance with the maintenance programme approved by the State of Registry.	CV CAR 9, 9.D.150 (a)	No Difference		
Chapter 6 Reference **6.2.1** **Standard**	**6.2 OPERATOR'S MAINTENANCE CONTROL MANUAL** 6.2.1 The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance control manual, acceptable to the State of Registry, in accordance with the requirements of 9.2. The design of the manual shall observe Human Factors principles. *Note.— Guidance material on the application of Human Factors principles can be found in the* Human Factors Training Manual *(Doc 9683).*	CV CAR 9, 9.D.120 (a) (c) (g) IS 9.D.120	No Difference		

Report on entire Annex

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Chapter 6 Reference **6.2.2** **Standard**	6.2.2 The operator shall ensure that the maintenance control manual is amended as necessary to keep the information contained therein up to date.	CV CAR 9, 9.D.120 (b)	No Difference		
Chapter 6 Reference **6.2.3** **Standard**	6.2.3 Copies of all amendments to the operator's maintenance control manual shall be furnished promptly to all organizations or persons to whom the manual has been issued.	CV CAR 9.D.120 (h) (3)	No Difference		
Chapter 6 Reference **6.2.4** **Standard**	6.2.4 The operator shall provide the State of the Operator and the State of Registry with a copy of the operator's maintenance control manual, together with all amendments and/or revisions to it and shall incorporate in it such mandatory material as the State of the Operator or the State of Registry may require.	CV CAR 9, 9.D.120 (a)(d) (f) (h)(3)	No Difference		
Chapter 6 Reference **6.3.1** **Standard**	**6.3 MAINTENANCE PROGRAMME** 6.3.1 The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, approved by the State of Registry, containing the information required by 9.3. The design and application of the operator's maintenance programme shall observe Human Factors principles. *Note.— Guidance material on the application of Human Factors principles can be found in the* Human Factors Training Manual *(Doc 9683)*.	CV CAR 9.D.150 (a) (b) (h)	No Difference		

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Chapter 6 Reference **6.3.2** **Standard**	6.3.2 Copies of all amendments to the maintenance programme shall be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.	CV CAR 9.D.150 (a)(b)(g)	No Difference		
Chapter 6 Reference **6.4.1** **Standard**	**6.4 MAINTENANCE RECORDS††** 6.4.1 The operator shall ensure that the following records are kept for the periods mentioned in 6.4.2: a) the total time in service (hours, calendar time and cycles, as appropriate) of the helicopter and all life-limited components; b) the current status of compliance with all mandatory continuing airworthiness information; c) appropriate details of modifications and repairs to the helicopter and its major components; d) the time in service (hours, calendar time and cycles, as appropriate) since last overhaul of the helicopter or its components subject to a mandatory overhaul life; e) the current status of the helicopter's compliance with the maintenance programme; and f) the detailed maintenance records to show that all requirements for a maintenance release have been met. --- †† As of 5 November 2020, section 6.4 will be titled *Continuing Airworthiness Records*.	CV CAR 9, 9.D.130 (a) 1) - 6)	No Difference		

Report on entire Annex

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Chapter 6 Reference **6.4.2** **Standard**	6.4.2 The records in 6.4.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service, and the records in 6.4.1 f) for a minimum period of one year after the signing of the maintenance release.	CV CAR 9.D.130 b)	More Exacting or Exceeds	Cabo Verde civil aviation regulations require such records to be kept for a minimum of 12 months after the unit to which they refer has been withdrawn from service and 24 months after the signing of the maintenance release.	Harmonisation with regulations used as reference.
Chapter 6 Reference **6.4.3** **Standard**	6.4.3 In the event of a temporary change of operator, the records shall be made available to the new operator. In the event of any permanent change of operator, the records shall be transferred to the new operator.	CV CAR 9.D.130 c) d)	No Difference		
Chapter 6 Reference **6.4.4** **Standard**	6.4.4 As of 5 November 2020, records kept and transferred in accordance with 6.4 shall be maintained in a form and format that ensures readability, security and integrity of the records at all times. *Note 1.— The form and format of the records may include, for example, paper records, film records, electronic records or any combination thereof.* *Note 2.— Guidance regarding electronic aircraft continuing airworthiness records is included in the* Airworthiness Manual *(Doc 9760).*		Less protective or partially implemented or not implemented	To be implemented	

Report on entire Annex

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Chapter 6 Reference **6.5.1** **Standard**	**6.5 CONTINUING AIRWORTHINESS INFORMATION** 6.5.1 The operator of a helicopter over 3 175 kg maximum mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as prescribed by the State of Registry and report through the system specified in Annex 8, Part II, 4.2.3 f) and 4.2.4.	CV CAR 5, 5.C.120 (b)	No Difference		
Chapter 6 Reference **6.5.2** **Standard**	6.5.2 The operator of a helicopter over 3 175 kg maximum mass shall obtain and assess continuing airworthiness information and recommendations available from the organization responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the State of Registry. *Note.— Guidance on interpretation of "the organization responsible for the type design" is contained in the* Airworthiness Manual *(Doc 9760).*	CV CAR 5, 5.C.120 (c)	No Difference		
Chapter 6 Reference **6.6** **Standard**	**6.6 MODIFICATIONS AND REPAIRS** All modifications and repairs shall comply with airworthiness requirements acceptable to the State of Registry. Procedures shall be established to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.	CV CAR 9, 9.D.145 (a)(d)	No Difference		

Report on entire Annex

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Chapter 6 Reference **6.7.1** **Standard**	**6.7 MAINTENANCE RELEASE** 6.7.1 Until 4 November 2020, a maintenance release shall be completed and signed to certify that the maintenance work performed has been completed satisfactorily and in accordance with approved data and the procedures described in the maintenance organization's procedures manual.	CV CAR 9, 9.D.140 (a) (1) (i)	No Difference		
Chapter 6 Reference **6.7.1** **Standard**	*6.7.1* As of 5 November 2020, when maintenance is carried out by an approved maintenance organization, the maintenance release shall be issued by the approved maintenance organization in accordance with the provisions of Annex 8, Part II, 6.8.	CV CAR 55.D.110 (a);(b) (4)5.D.115(3)5.D.120(3)CV CAR 99.D.140	No Difference		
Chapter 6 Reference **6.7.2** **Standard**	6.7.2 Until 4 November 2020, a maintenance release shall contain a certification including: a) basic details of the maintenance carried out including detailed reference of the approved data used; b) the date such maintenance was completed; c) when applicable, the identity of the approved maintenance organization; and d) the identity of the person or persons signing the release.	CV CAR 9, 9.D.140 (a) (1) (i)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 6 Reference **6.7.2** **Standard**	*6.7.2* As of 5 November 2020, when maintenance is not carried out by an approved maintenance organization, the maintenance release shall be completed and signed by a person appropriately licensed in accordance with Annex 1 to certify that the maintenance work performed has been completed satisfactorily and in accordance with approved data and the procedures acceptable to the State of Registry.	CV CAR 55.D.110 (a);(b) (3)5.D.115(3)5.D.120(3)	No Difference		
Chapter 6 Reference **6.7.3** **Standard**	*6.7.3* As of 5 November 2020, when maintenance is not carried out by an approved maintenance organization, the maintenance release shall include the following: a) basic details of the maintenance carried out including detailed reference of the approved data used; b) the date such maintenance was completed; and c) the identity of the person or persons signing the release.	CV CAR 55.D.105(g)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 6 Reference **6.8.1** **Standard**	**6.8 RECORDS** 6.8.1 The operator shall ensure that the following records are kept: a) in respect of the entire helicopter: the total time in service; b) in respect of the major components of the helicopter: 1) the total time in service; 2) the date of the last overhaul; 3) the date of the last inspection; c) in respect of those instruments and equipment, the serviceability and operating life of which are determined by their time in service: 1) such records of the time in service as are necessary to determine their serviceability or to compute their operating life; 2) the date of the last inspection.	CV CAR 9, 9.D.130 (a)	No Difference		
Chapter 6 Reference **6.8.2** **Standard**	6.8.2 These records shall be kept for a period of 90 days after the end of the operating life of the unit to which they refer.	CV CAR 9, 9.D.130 (b)	More Exacting or Exceeds	Cabo Verde civil aviation regulations require such records to be kept for a minimum of 12 months after the unit to which they refer has been withdrawn from service and 24 months after the signing of the maintenance release.	Harmonisation with regulations used as reference.

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 7 Reference **7.1.1** **Standard**	**CHAPTER 7. HELICOPTER FLIGHT CREW** **7.1 COMPOSITION OF THE FLIGHT CREW** 7.1.1 The number and composition of the flight crew shall not be less than that specified in the operations manual. The flight crews shall include flight crew members in addition to the minimum numbers specified in the flight manual or other documents associated with the certificate of airworthiness, when necessitated by considerations related to the type of helicopter used, the type of operation involved and the duration of flight between points where flight crews are changed.	CV CAR 8, 8.D.105 (a) (f)	No Difference		
Chapter 7 Reference **7.1.2** **Standard**	7.1.2 The flight crew shall include at least one member authorized by the State of Registry to operate the type of radio transmitting equipment to be used. *Note.— Some States have dispensed with the system of issuing radio licences*.	CV CAR 8, 8.D.105 (b)	No Difference		

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Chapter 7 Reference **7.2** **Standard**	**7.2 FLIGHT CREW MEMBER EMERGENCY DUTIES** The operator shall, for each type of helicopter, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation. Annual training in accomplishing these functions shall be contained in the operator's training programme and shall include instruction in the use of all emergency and life-saving equipment required to be carried, and drills in the emergency evacuation of the helicopter.	CV CAR 8.J.425 a) NI 8.J.425NI 9.C.110	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 7 Reference **7.3.1** **Standard**	**7.3 FLIGHT CREW MEMBER TRAINING PROGRAMMES** 7.3.1 The operator shall establish and maintain a ground and flight training programme, approved by the State of the Operator, which ensures that all flight crew members are adequately trained to perform their assigned duties. The training programme shall: a) include ground and flight training facilities and properly qualified instructors as determined by the State of the Operator; b) consist of ground and flight training for the type(s) of helicopter on which the flight crew member serves; c) include proper flight crew coordination and training for all types of emergency and abnormal situations or procedures caused by engine, transmission, rotor, airframe or systems malfunctions, fire or other abnormalities; d) include training in knowledge and skills related to the visual and instrument flight procedures for the intended area of operation, human performance and threat and error management, the transport of dangerous goods and, where applicable, procedures specific to the environment in which the helicopter is to be operated; e) ensure that all flight crew members know the functions for which they are responsible and the relation of these functions to the functions of other crew members, particularly in regard to abnormal or emergency procedures; f) include training in knowledge and skills related to the	CV CAR 9, 9.C.110 (c) NI.9.C.105 a) 4) D	No Difference		

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

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	Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons. *Note 8.— Guidance material to design flight crew training programmes can be found in the* Manual of Evidence-based Training *(Doc 9995).* *Note 9.— Guidance material on the different means used to assess competence can be found in the Attachment to Chapter 2 of the* Procedures for Air Navigation Services — Training *(PANS-TRG, Doc 9868).*				
Chapter 7 Reference **7.3.2** **Standard**	7.3.2 The requirement for recurrent flight training in a particular type of helicopter shall be considered fulfilled by: a) the use, to the extent deemed feasible by the State of the Operator, of flight simulation training devices approved by that State for that purpose; or b) the completion within the appropriate period of the proficiency check required by 7.4.4 in that type of helicopter.	CV CAR 8, 8.J.615 (d) (1) (2)	No Difference		

Report on entire Annex

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Chapter 7 Reference **7.4.1.1** **Standard**	**7.4 QUALIFICATIONS** *Note.— See the* Manual of Procedures for Establishment and Management of a State's Personnel Licensing System *(Doc 9379) for guidance of a general nature on cross-crew qualification, mixed-fleet flying and cross-credit.* **7.4.1 Recent experience — pilot-in-command and co-pilot** 7.4.1.1 The operator shall not assign a pilot-in-command or a co-pilot to operate at the flight controls of a type or variant of a type of a helicopter during take-off and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding 90 days on the same type of helicopter or in a flight simulator approved for the purpose.	CV CAR 8, 8.D.205 (a) 8.J.460 (a)	No Difference		
Chapter 7 Reference **7.4** **Standard**	7.4.1.2 When a pilot-in-command or a co-pilot is flying several variants of the same type of helicopter or different types of helicopter with similar characteristics in terms of operating procedures, systems and handling, the State shall decide under which conditions the requirements of 7.4.1.1 for each variant or each type of helicopter can be combined.	CV CAR 8.J.455 (d)	No Difference		
Chapter 7 Reference **7.4.2.1** **Standard**	**7.4.2 Pilot-in-command operational qualification** 7.4.2.1 The operator shall not utilize a pilot as pilot-in-command of a helicopter on an operation for which that pilot is not currently qualified until such pilot has complied with 7.4.2.2 and 7.4.2.3.	CV CAR 8, 8.J.540 (a)	No Difference		

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Chapter 7 Reference **7.4.2.2** **Standard**	7.4.2.2 Each such pilot shall demonstrate to the operator an adequate knowledge of: a) the operation to be flown. This shall include knowledge of: 1) the terrain and minimum safe altitudes; 2) the seasonal meteorological conditions; 3) the meteorological, communication and air traffic facilities, services and procedures; 4) the search and rescue procedures; and 5) the navigation facilities and procedures associated with the route or area in which the flight is to take place; and b) procedures applicable to flight paths over heavily populated areas and areas of high air traffic density, obstructions, physical layout, lighting, approach aids and arrival, departure, holding and instrument approach procedures, and applicable operating minima. *Note.— That portion of the demonstration relating to arrival, departure, holding and instrument approach procedures may be accomplished in an appropriate training device which is adequate for this purpose.*	CV CAR 8, 8.J.540 (c)	No Difference		

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Chapter 7 Reference **7.4.2.3** **Standard**	7.4.2.3 A pilot-in-command shall have made a flight, representative of the operation with which the pilot is to be engaged which must include a landing at a representative heliport, as a member of the flight crew and accompanied by a pilot who is qualified for the operation.	CV CAR 8, 8.J.540 (d)	No Difference		
Chapter 7 Reference **7.4.2.4** **Standard**	7.4.2.4 The operator shall maintain a record, sufficient to satisfy the State of the Operator of the qualification of the pilot and of the manner in which such qualification has been achieved.	CV CAR 8, 8.J.805 (a) (b)	No Difference		
Chapter 7 Reference **7.4.2.5** **Standard**	7.4.2.5 The operator shall not continue to utilize a pilot as a pilot-in-command on an operation in an area specified by the operator and approved by the State of the Operator unless, within the preceding 12 months, the pilot has made at least one representative flight as a pilot member of the flight crew, or as a check pilot, or as an observer on the flight deck. In the event that more than 12 months elapse in which a pilot has not made such a representative flight, prior to again serving as a pilot-in-command on that operation, that pilot must requalify in accordance with 7.4.2.2 and 7.4.2.3.	CV CAR 8. 8.J.540 (e)	No Difference		

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Chapter 7 Reference **7.4.3.1** **Standard**	**7.4.3 Pilot proficiency checks** 7.4.3.1 The operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the pilot's competence on each type or variant of a type of helicopter. Where the operation may be conducted under IFR, the operator shall ensure that the pilot's competence to comply with such rules is demonstrated to either a check pilot of the operator or to a representative of the State of the Operator. Such checks shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement. *Note 1.— Flight simulation training devices approved by the State of the Operator may be used for those parts of the checks for which they are specifically approved.* *Note 2.— See the* Manual of Criteria for the Qualification of Flight Simulation Training Devices *(Doc 9625)*, Volume II *— Helicopters.*	CV CAR 8, 8.J.455 (a) (b) (c) (d) (e) NI 8.J.455	No Difference		
Chapter 7 Reference **7.4.3.2** **Standard**	7.4.3.2 When the operator schedules flight crew on several variants of the same type of helicopter or different types of helicopters with similar characteristics in terms of operating procedures, systems and handling, the State shall decide under which conditions the requirements of 7.4.3.1 for each variant or each type of helicopter can be combined.	CV CAR 8, 8.J.455 (d)	No Difference		

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Chapter 7 Reference **7.5** **Standard**	**7.5 FLIGHT CREW EQUIPMENT** A flight crew member assessed as fit to exercise the privileges of a licence, subject to the use of suitable correcting lenses, shall have a spare set of the correcting lenses readily available when exercising those privileges.	CV CAR 8, 8.E.145 (d)	No Difference		
Chapter 8 Reference **8.1** **Standard**	**CHAPTER 8. FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER** 8.1 When the State of the Operator requires that a flight operations officer/flight dispatcher, employed in conjunction with an approved method of control and supervision of flight operations be licensed, that flight operations officer/flight dispatcher shall be licensed in accordance with the provisions of Annex 1.	CV CAR 8, 8.L.105 (c)	No Difference		
Chapter 8 Reference **8.2** **Standard**	8.2 In accepting proof of qualifications other than the option of holding of a flight operations officer/flight dispatcher licence, the State of the Operator, in accordance with the approved method of control and supervision of flight operations, shall require that, as a minimum, such persons meet the requirements specified in Annex 1 for the flight operations officer/flight dispatcher licence.	CV CAR 8, 8.L.105 (e)	No Difference		

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Chapter 8 Reference **8.3** **Standard**	8.3 A flight operations officer/flight dispatcher shall not be assigned to duty unless that person has: a) satisfactorily completed the operator-specific training course that addresses all the specific components of its approved method of control and supervision of flight operations specified in 2.2.1.3; *Note.— Guidance on the composition of such training syllabi is provided in the* Training Manual *(Doc 7192), Part D-3 —* Flight Operations Officers/Flight Dispatchers. b) made, within the preceding 12 months, at least a one-way qualification flight in a helicopter over any area for which that person is authorized to exercise flight supervision. The flight shall include landings at as many heliports as practicable; *Note.— For the purpose of the qualification flight, the flight operations officer/flight dispatcher must be able to monitor the flight crew intercommunication system and radio communications, and be able to observe the actions of the flight crew.* c) demonstrated to the operator a knowledge of: 1) the contents of the operations manual described in Appendix 7; 2) the radio equipment in the helicopters used; and 3) the navigation equipment in the helicopters used; d) demonstrated to the operator a knowledge of the	CV CAR 8, 8.J.325 (b) 8.J.535 (a) 8.J.325 (b) 8.J.325 (b)	No Difference		

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
	following details concerning operations for which the officer is responsible and areas in which that individual is authorized to exercise flight supervision: 1) the seasonal meteorological conditions and the sources of meteorological information; 2) the effects of meteorological conditions on radio reception in the helicopters used; 3) the peculiarities and limitations of each navigation system which is used by the operation; and 4) the helicopter loading instructions; e) satisfied the operator as to knowledge and skills related to human performance as they apply to dispatch duties; and f) demonstrated to the operator the ability to perform the duties specified in 2.6.				
Chapter 8 Reference **8.4** **Recommendation**	8.4 **Recommendation.—** *A flight operations officer/flight dispatcher assigned to duty should maintain complete familiarization with all features of the operations which are pertinent to such duties, including knowledge and skills related to human performance.* *Note.— Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the* Human Factors Training Manual *(Doc 9683).*	CV CAR 8, 8.J.615 (a)	No Difference		

Report on entire Annex

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Chapter 8 Reference **8.5** **Recommendation**	8.5 **Recommendation.—** *A flight operations officer/flight dispatcher should not be assigned to duty after 12 consecutive months of absence from such duty, unless the provisions of 8.3 are met.*	CV CAR 8, 8.J.615 a)	No Difference		

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Chapter 9 Reference **9.1** **Standard**	**CHAPTER 9. MANUALS, LOGS AND RECORDS** *Note.— The following additional manuals, logs and records are associated with this Annex but are not included in this chapter:* *Fuel and oil records — see 2.2.9* *Maintenance records — see 6.4††* *Flight time, flight duty periods, duty periods and rest periods records — see 2.8.3.3* *Flight preparation forms — see 2.3* *Operational flight plan — see 2.3.3* *Pilot-in-command operational qualification records — see 7.4.3.4.* **9.1 FLIGHT MANUAL** *Note.— The flight manual contains the information specified in Annex 8.* The flight manual shall be updated by implementing changes made mandatory by the State of Registry.	CV CAR 8, 8.B.130 (c)	No Difference		

Report on entire Annex

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

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Chapter 9 Reference **9.2** **Standard**	**9.2 OPERATOR'S MAINTENANCE CONTROL MANUAL** The operator's maintenance control manual provided in accordance with 6.2, which may be issued in separate parts, shall contain the following information: a) a description of the procedures required by 6.1.1 including, when applicable: 1) a description of the administrative arrangements between the operator and the approved maintenance organization; 2) a description of the maintenance procedures and the procedures for completing and signing a maintenance release when maintenance is based on a system other than that of an approved maintenance organization; b) names and duties of the person or persons required by 6.1.4; c) a reference to the maintenance programme required by 6.3.1; d) a description of the methods used for the completion and retention of the operator's maintenance records required by 6.4; e) a description of the procedures for monitoring, assessing and reporting maintenance and operational experience required by 6.5.1; f) a description of the procedures for complying with the service information reporting requirements of Annex 8, Part II, 4.2.3 f) and 4.2.4;	CV CAR 9NI 9.D.120 g)	No Difference		

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
	g) a description of procedures for assessing continuing airworthiness information and implementing any resulting actions, as required by 6.5.2; h) a description of the procedures for implementing action resulting from mandatory continuing airworthiness information; i) a description of establishing and maintaining a system of analysis and continued monitoring of the performance and efficiency of the maintenance programme, in order to correct any deficiency in that programme; j) a description of helicopter types and models to which the manual applies; k) a description of procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified; l) a description of the procedures for advising the State of Registry of significant in-service occurrences; m) a description of procedures to control the leasing of aircraft and related aeronautical products; and n) a description of the maintenance control manual amendment procedures.				

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 9 Reference **9.3.1** **Standard**	**9.3 MAINTENANCE PROGRAMME** 9.3.1 A maintenance programme for each helicopter as required by 6.3 shall contain the following information: a) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilization of the helicopter; b) when applicable, a continuing structural integrity programme; c) procedures for changing or deviating from a) and b) above; and d) when applicable, condition monitoring and reliability programme descriptions for helicopter systems, components, power transmissions, rotors and engines. --- †† Applicable as of 5 November 2020, section 6.4 will be titled *Continuing Airworthiness Records*.	CV CAR 9, 9.D.150 (c)(1)(2)(3)(4)	No Difference		
Chapter 9 Reference **9.3.2** **Standard**	9.3.2 Maintenance tasks and intervals that have been specified as mandatory in approval of the type design shall be identified as such.	CV CAR 9, 9.D.150	No Difference		

Report on entire Annex

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Chapter 9 Reference **9.3.3** **Recommendation**	9.3.3 **Recommendation.—** *The maintenance programme should be based on maintenance programme information made available by the State of Design or by the organization responsible for the type design, and any additional applicable experience.*	CV CAR 9, 9.D.150 (f)	No Difference		

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Chapter 9 Reference **9.4.1** **Recommendation**	**9.4 JOURNEY LOG BOOK** 9.4.1 **Recommendation.—** *The helicopter journey log book should contain the following items and the corresponding Roman numerals:* *I — Helicopter nationality and registration.* *II — Date.* *III — Names of crew members.* *IV — Duty assignments of crew members.* *V — Place of departure.* *VI — Place of arrival.* *VII — Time of departure.* *VIII — Time of arrival.* *IX — Hours of flight.* *X — Nature of flight (private, scheduled or non-scheduled).* *XI — Incidents, observations, if any.* *XII — Signature of person in charge.*	CV CAR 9, 9.C.120 (a) 1) -12)	No Difference		

Report on entire Annex

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Chapter 9 Reference **9.4.2** **Recommendation**	9.4.2 **Recommendation.—** *Entries in the journey log book should be made currently and in ink or indelible pencil.*	CV CAR 9, 9.B.225 (d) (e)	No Difference		
Chapter 9 Reference **9.4.3** **Recommendation**	9.4.3 **Recommendation.—** *Completed journey log books should be retained to provide a continuous record of the last six months' operations*.	CV CAR 9, 9.B.225 (f) (h) NI 9.B.225	No Difference		
Chapter 9 Reference **9.5** **Standard**	**9.5 RECORDS OF EMERGENCY AND SURVIVAL EQUIPMENT CARRIED** Operators shall at all times have available for immediate communication to rescue coordination centres, lists containing information on the emergency and survival equipment carried on board any of their helicopters engaged in international air navigation. The information shall include, as applicable, the number, colour and type of life rafts and pyrotechnics, details of emergency medical supplies, water supplies and the type and frequencies of the emergency portable radio equipment.	CV CAR 9, 9.C.325 (c) 1) 2) 3)	No Difference		

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 9 Reference **9.6** **Standard**	**9.6 FLIGHT RECORDER RECORDS** The operator shall ensure, to the extent possible, in the event the helicopter becomes involved in an accident or incident, the preservation of all related flight recorder records, and if necessary the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with Annex 13.	CV CAR 9, 9.B.230 (b)	No Difference		
Reference **10.1** **Standard**	**CHAPTER 10. CABIN CREW** **10.1 ASSIGNMENT OF EMERGENCY DUTIES** The operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin crew required for each type of helicopter, based on seating capacity or the number of passengers carried, which shall not be less than the minimum number established during certification, in order to effect a safe and expeditious evacuation of the helicopter, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of helicopter.	CV CAR 8, 8.E.135 (d) 9.C.220 CV CAR 9, 9.C.155	No Difference		

Report on entire Annex

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Reference **10.2** **Standard**	**10.2 PROTECTION OF CABIN CREW DURING FLIGHT** Each cabin crew member shall be seated with seat belt or, when provided, safety harness fastened during take-off and landing and whenever the pilot-in-command so directs. *Note.— The foregoing does not preclude the pilot-in-command from directing the fastening of the seat belt only, at times other than during take-off and landing.*	CV CAR 8, 8.E.135 (d) (e)9.C.220	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Reference **10.3** **Standard**	**10.3 TRAINING** The operator shall establish and maintain a training programme, approved by the State of the Operator, to be completed by all persons before being assigned as a cabin crew member. Cabin crew members shall complete a recurrent training programme annually. These training programmes shall ensure that each person is: a) competent to execute those safety duties and functions that the cabin attendant is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation; b) drilled and capable in the use of emergency and life-saving equipment required to be carried, such as life jackets, life rafts, evacuation slides, emergency exits, portable fire extinguishers, oxygen equipment, first-aid and universal precaution kits, and automated external defibrillators; c) when serving on helicopters operated above 3 000 m (10 000 ft), knowledgeable as regards the effect of lack of oxygen and, in the case of pressurized helicopters, as regards physiological phenomena accompanying a loss of pressurization; d) aware of other crew members' assignments and functions in the event of an emergency so far as is necessary for the fulfilment of the cabin crew member's own duties; e) aware of the types of dangerous goods which may, and may not, be carried in a passenger cabin; and f) knowledgeable about human performance as related to passenger cabin safety duties including flight	CV CAR 9, 9.C.110 (a) b) NI 9.C.105 (a) 4) D) 8.J.425 NI 8.J.425 8.J.430 (a) (d)(e) (f) NI 8.J.430 (c) 8.J.610 (a) NI 8.J.610 8.J.425 NI 8.J.430 (c) 8.J.410 (a) NI 8.J.410 8.J.610 (b) (4) (c)8.E.305 (a)(c) 8.J.4108.J.420 (a) 8.J.610 (b) (3) NI: 8.J.610	No Difference		

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	crew-cabin crew coordination. *Note 1.— Requirements for the training of cabin crew members in the transport of dangerous goods are included in the Dangerous Goods Training Programme contained in Annex 18* — The Safe Transport of Dangerous Goods by Air *and the* Technical Instructions for the Safe Transport of Dangerous Goods by Air *(Doc 9284).* *Note 2.— Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the* Cabin Crew Safety Training Manual *(Doc 10002).*				
Reference **11.1** **Standard**	**CHAPTER 11. SECURITY*** **11.1 HELICOPTER SEARCH PROCEDURE CHECKLIST** The operator shall ensure that there is on board a checklist of the procedures to be followed in searching for a bomb in case of suspected sabotage. The checklist shall be supported by guidance on the course of action to be taken should a bomb or suspicious object be found.	CV CAR 9, 9.E.125 (a) 9.E.125 (b)	No Difference		

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Reference **11.2.1** **Standard**	**11.2 TRAINING PROGRAMMES** 11.2.1 The operator shall establish and maintain a training programme which enables crew members to act in the most appropriate manner to minimize the consequences of acts of unlawful interference. --- * In the context of this Chapter, the word "security" is used in the sense of prevention of illicit acts against civil aviation.	CV CAR 8,8.J.4159.E.115	No Difference		
Reference **11.2.2** **Standard**	11.2.2 The operator shall also establish and maintain a training programme to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on a helicopter so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.	CV CAR 9, 9.E.115	No Difference		
Reference **11.3** **Standard**	**11.3 REPORTING ACTS OF UNLAWFUL INTERFERENCE** Following an act of unlawful interference the pilot-in-command shall submit, without delay, a report of such an act to the designated local authority.	CV CAR 9, 9.E.120 (a)	No Difference		

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Chapter 1 Reference **1.1.1** **Standard**	**CHAPTER 1. GENERAL** *Note 1.— Although the Convention on International Civil Aviation allocates to the State of Registry certain functions which that State is entitled to discharge, or obligated to discharge, as the case may be, the Assembly recognized, in Resolution A23-13 that the State of Registry may be unable to fulfil its responsibilities adequately in instances where aircraft are leased, chartered or interchanged — in particular without crew — by the operator of another State and that the Convention may not adequately specify the rights and obligations of the State of the operator in such instances until such time as Article 83* bis *of the Convention enters into force. Accordingly, the Council urged that if, in the above-mentioned instances, the State of Registry finds itself unable to discharge adequately the functions allocated to it by the Convention, it delegate to the State of the Operator, subject to acceptance by the latter State, those functions of the State of Registry that can more adequately be discharged by the State of the Operator. It was understood that pending entry into force of Article 83* bis *of the Convention the foregoing action would only be a matter of practical convenience and would not affect either the provisions of the Chicago Convention prescribing the duties of the State of Registry or any third State. However, as Article 83* bis *of the Convention entered into force on 20 June 1997, such transfer agreements will have effect in respect of Contracting States which have ratified the related Protocol (Doc 9318) upon fulfilment of the conditions established in Article 83* bis. *Note 2.— In the case of international operations effected jointly with helicopters not all of which are registered in the same Contracting State, nothing in this Part of the Annex*	CV-CAR 8 8.E.115	No Difference		

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	prevents the States concerned entering into an agreement for the joint exercise of the functions placed upon the State of Registry by the provisions of the relevant Annexes. **1.1 COMPLIANCE WITH LAWS, REGULATIONS AND PROCEDURES** 1.1.1 The pilot-in-command shall comply with the relevant laws, regulations and procedures of the States in which the helicopter is operated. *Note 1.— Compliance with more restrictive measures, not in contravention of the provisions of 1.1.1, may be required by the State of Registry.* *Note 2.— Rules covering flight over the high seas are contained in Annex 2.* *Note 3.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle Clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons*				
Chapter 1 Reference **1.1.2** **Standard**	1.1.2 The pilot-in-command shall be responsible for the operation and safety of the helicopter and for the safety of all crew members, passengers and cargo on board, from the moment the engine(s) are started until the helicopter finally comes to rest at the end of the flight, with the engine(s) shut down and the rotor blades stopped.	CV CAR 88.E.110 (b)(2)	No Difference		

Report on entire Annex

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Chapter 1 Reference **1.1.3** **Standard**	1.1.3 If an emergency situation which endangers the safety of the helicopter or persons necessitates the taking of action which involves a violation of local regulations or procedures, the pilot-in-command shall notify the appropriate local authority without delay. If required by the State in which the incident occurs, the pilot-in-command shall submit a report on any such violation to the appropriate authority of such State; in that event, the pilot-in-command shall also submit a copy of it to the State of Registry. Such reports shall be submitted as soon as possible and normally within ten days.	CV CAR 88.E.110 (c)(d)	No Difference		
Chapter 1 Reference **1.1.4** **Standard**	1.1.4 The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the helicopter, resulting in serious injury or death of any person or substantial damage to the helicopter or property. *Note.— A definition of the term "serious injury" is contained in Annex 13.*	CV CAR 8, 8.E.225 (a)	No Difference		
Chapter 1 Reference **1.1.5** **Recommendation**	1.1.5 **Recommendation.—** *The pilot-in-command should have available on board the helicopter essential information concerning the search and rescue services in the areas over which it is intended the helicopter will be flown.*	CV-CAR 8 8.E.155	No Difference		

Report on entire Annex

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Chapter 1 Reference **1.2** **Note**	**1.2 DANGEROUS GOODS** *Note 1.— Provisions for carriage of dangerous goods are contained in Annex 18.* *Note 2.— Article 35 of the Convention refers to certain classes of cargo restrictions.*	CV CAR 88.E.315CV CAR 18	No Difference		
Chapter 1 Reference **1.3** **Note**	**1.3 USE OF PSYCHOACTIVE SUBSTANCES** *Note.— Provisions concerning the use of psychoactive substances are contained in Annex 1, 1.2.7 and Annex 2, 2.5.*	CV CAR 1 1.C.135 IS:1.B.140CV-CAR 8 8.E.130	No Difference		
Chapter 1 Reference **1.4** **Standard**	**1.4 SPECIFIC APPROVALS** The pilot-in-command shall not conduct operations for which a specific approval is required unless such approval has been issued by the State of Registry. Specific approvals shall follow the layout and contain at least the information listed in Appendix 5.	CV CAR 88.H.140 (a) (1)8.J.540(b)8.J.550	No Difference		

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Chapter 2 Reference **2.1** **Standard**	**CHAPTER 2. FLIGHT OPERATIONS** **2.1 ADEQUACY OF OPERATING FACILITIES** The pilot-in-command shall not commence a flight unless it has been ascertained by every reasonable means available that the ground and/or water facilities available and directly required for such flight and for the safe operation of the helicopter are adequate including communication facilities and navigation aids. *Note.— "Reasonable means" in this Standard is intended to denote the use, at the point of departure, of information available to the pilot-in-command either through official information published by the aeronautical information services or readily obtainable from other sources.*	CV-CAR 8 8.F.210 (a)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.2.1** **Standard**	**2.2 HELIPORT OR LANDING LOCATION OPERATING MINIMA** 2.2.1 The pilot-in-command shall establish operating minima in accordance with criteria specified by the State of Registry for each heliport or landing location to be used in operations. Such minima shall not be lower than any that may be established by the State of the Aerodrome, except when specifically approved by that State. *Note.— This Standard does not require the State of the Aerodrome to establish operating minima.*	CV CAR 8 8.H.665	No Difference		

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Chapter 2 Reference **2.2.1.1** **Standard**	2.2.1.1 The State of Registry may approve operational credit(s) for operations with helicopters equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS. Such approvals shall not affect the classification of the instrument approach procedure. *Note 1.— Operational credit includes:* *a) for the purposes of an approach ban (2.6.3.2), a minima below the heliport or landing location operating minima;* *b) reducing or satisfying the visibility requirements; or* *c) requiring fewer ground facilities as compensated for by airborne capabilities.* *Note 2.— Guidance on operational credit for aircraft equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS and CVS is contained in Attachment G and in the* Manual of All-Weather Operations *(Doc 9365).* *Note 3.— Information regarding a HUD or equivalent displays, including references to RTCA and EUROCAE documents, is contained in the* Manual of All-Weather Operations *(Doc 9365).* *Note 4.— Automatic landing system — helicopter is an automatic approach using airborne systems which provide automatic control of the flight path, to a point aligned with the landing surface, from which the pilot can transition to a safe landing by means of natural vision without the use of automatic control.*	CV CAR 7 7.B.145	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.3.1** **Standard**	**2.3 BRIEFING** 2.3.1 The pilot-in-command shall ensure that crew members and passengers are made familiar, by means of an oral briefing or by other means, with the location and the use of: a) seat belts or harnesses; and, as appropriate, b) emergency exits; c) life jackets; d) oxygen dispensing equipment; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards.	CV CAR 8, 8.I.120 (a)	No Difference		
Chapter 2 Reference **2.3.2** **Standard**	2.3.2 The pilot-in-command shall ensure that all persons on board are aware of the location and general manner of use of the principal emergency equipment carried for collective use.	CV CAR 8, 8.E.115 (b)(7,9)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.4** **Standard**	**2.4 HELICOPTER AIRWORTHINESS AND SAFETY PRECAUTIONS** A flight shall not be commenced until the pilot-in-command is satisfied that: a) the helicopter is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the helicopter; b) the instruments and equipment installed in the helicopter are appropriate, taking into account the expected flight conditions; c) any necessary maintenance has been performed in accordance with Chapter 6; d) the mass of the helicopter and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured; and f) the helicopter operating limitations contained in the flight manual, or its equivalent, will not be exceeded.	CV-CAR 8.F.205 (a)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.5** **Standard**	**2.5 WEATHER REPORTS AND FORECASTS** Before commencing a flight the pilot-in-command shall be familiar with all available meteorological information appropriate to the intended flight. Preparation for a flight away from the vicinity of the place of departure, and for every flight under IFR, shall include: 1) a study of available current weather reports and forecasts; and 2) the planning of an alternative course of action to provide for the eventuality that the flight cannot be completed as planned, because of weather conditions. *Note.— The requirements for flight plans are contained in Annex 2 and the PANS-ATM (Doc 4444).*	CV CAR 8 8.F.215	No Difference		
Chapter 2 Reference **2.6.1** **Standard**	**2.6 LIMITATIONS IMPOSED BY WEATHER CONDITIONS** **2.6.1 Flight in accordance with VFR** A flight, except one of purely local character in visual meteorological conditions, to be conducted in accordance with VFR shall not be commenced unless current meteorological reports, or a combination of current reports and forecasts, indicate that the meteorological conditions along the route, or that part of the route to be flown under VFR, will, at the appropriate time, be such as to enable compliance with these rules.	CV CAR 8 8.F.220	No Difference		

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Chapter 2 Reference **2.6.2.1** **Standard**	**2.6.2 Flight in accordance with IFR** 2.6.2.1 *When an alternate is required.* A flight to be conducted in accordance with IFR shall not be commenced unless the available information indicates that conditions, at the heliport of intended landing and at least one alternate heliport will, at the estimated time of arrival, be at or above the heliport operating minima. *Note.— It is the practice in some States to declare, for flight planning purposes, higher minima for a heliport when nominated as an alternate than for the same heliport when planned as that of intended landing.*	CV CAR 88.F.230 (b) (1) (2)	More Exacting or Exceeds	Rquest VMC at arrival and at least one runway with operational instrument procedure.	
Chapter 2 Reference **2.6.2.2** **Standard**	2.6.2.2 *When no alternate is required.* A flight to be conducted in accordance with IFR to a heliport when no alternate heliport is required shall not be commenced unless available current meteorological information indicates that the following meteorological conditions will exist from two hours before to two hours after the estimated time of arrival, or from the actual time of departure to two hours after the estimated time of arrival, whichever is the shorter period: a) a cloud base of at least 120 m (400 ft) above the minimum associated with the instrument approach procedure; and b) visibility of at least 1.5 km more than the minimum associated with the procedure. *Note.— These should be considered as minimum values where a reliable and continuous meteorological watch is maintained. When only an "area" type forecast is available these values should be increased accordingly.*	CV CAR 88.F.230 (c) (2)	More Exacting or Exceeds	Cloud base of at least 300 m (1000ft);visibility 6km or 4km more than the minimum associated with the procedure.	

Report on entire Annex

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Chapter 2 Reference **2.6.3.1** **Standard**	**2.6.3 Heliport operating minima** 2.6.3.1 A flight shall not be continued towards the heliport of intended landing unless the latest available meteorological information indicates that conditions at that heliport, or at least one alternate heliport, will, at the estimated time of arrival, be at or above the specified heliport operating minima.	CV CAR 8 8.H.650	Different in character or other means of compliance		
Chapter 2 Reference **2.6.3.2** **Standard**	2.6.3.2 An instrument approach shall not be continued below 300 m (1 000 ft) above the heliport elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the heliport operating minima. *Note.— Criteria for the final approach segment is contained in PANS-OPS (Doc 8168), Volume II.*		Less protective or partially implemented or not implemented	CV-CAR does not address this requirement	To be incorporated on the CV-CARs.
Chapter 2 Reference **2.6.3.3** **Standard**	2.6.3.3 If, after entering the final approach segment or after descending below 300 m (1 000 ft) above the heliport elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, a helicopter shall not continue its approach-to-land beyond a point at which the limits of the heliport operating minima would be infringed.	CV CAR 8 8.H.680	No Difference		
Chapter 2 Reference **2.6.4** **Standard**	**2.6.4 Flight in icing conditions** A flight to be operated in known or expected icing conditions shall not be commenced unless the helicopter is certificated and equipped to cope with such conditions.	CV CAR 8 8.L.140 (b)	No Difference		

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Chapter 2 Reference **2.7.1** **Standard**	**2.7 ALTERNATE HELIPORTS** 2.7.1 For a flight to be conducted in accordance with IFR, at least one alternate heliport or landing location shall be specified in the operational flight plan and the flight plan, unless: a) the weather conditions in 2.6.2.2 prevail; or b) 1) the heliport or landing location of intended landing is isolated and no alternate heliport or landing location is available; and 2) an instrument approach procedure is prescribed for the isolated heliport of intended landing; and 3) a point of no return (PNR) is determined in case of an offshore destination.	CV CAR 88.F.230 (d)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.7.2** **Standard**	2.7.2 Suitable offshore alternates may be specified subject to the following: a) the offshore alternates shall be used only after passing a PNR. Prior to a PNR, onshore alternates shall be used; b) mechanical reliability of critical control systems and critical components shall be considered and taken into account when determining the suitability of the alternate; c) one engine inoperative performance capability shall be attainable prior to arrival at the alternate; d) to the extent possible, deck availability shall be guaranteed; and e) weather information must be reliable and accurate. *Note.— The landing technique specified in the flight manual following control system failure may preclude the nomination of certain helidecks as alternate heliports.*	CV CAR 88.240(b)	No Difference		
Chapter 2 Reference **2.7.3** **Recommendation**	2.7.3 **Recommendation.**—*Offshore alternates should not be used when it is possible to carry enough fuel to have an onshore alternate. Offshore alternates should not be used in a hostile environment.*	CV CAR 8 8.240(a)	No Difference		

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Chapter 2 Reference **2.8.1** **Standard**	**2.8 FUEL AND OIL REQUIREMENTS** 2.8.1 *All helicopters*. A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the helicopter carries sufficient fuel and oil to ensure that it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.	CV CAR 8 8.F.265 (a)	No Difference		
Chapter 2 Reference **2.8.2** **Standard**	2.8.2 *VFR operations*. The fuel and oil carried in order to comply with 2.8.1 shall, in the case of VFR operations, be at least the amount to allow the helicopter to: a) fly to the landing site to which the flight is planned; b) have a final reserve fuel to fly thereafter for a period of 20 minutes at best-range speed; and c) have an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies, as determined by the State and specified in the State regulations governing general aviation.	CV CAR 8 8.F.270 (b)	No Difference		
Chapter 2 Reference **2.8.3** **Standard**	2.8.3 *IFR operations*. The fuel and oil carried in order to comply with 2.8.1 shall, in the case of IFR operations, be at least the amount to allow the helicopter:	CV CAR 8 8.F.270 (d)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.8.3.1** **Standard**	2.8.3.1 When no alternate is required, in terms of 2.6.2.2, to fly to and execute an approach at the heliport or landing location to which the flight is planned, and thereafter to have: a) a final reserve fuel to fly 30 minutes at holding speed at 450 m (1 500 ft) above the destination heliport or landing location under standard temperature conditions and approach and land; and b) an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies.	CV CAR 8 8.F.270 (d)(2)	More Exacting or Exceeds	The contingency fuel must have AAC aproval	
Chapter 2 Reference **2.8.3.2** **Standard**	2.8.3.2 When an alternate is required, in terms of 2.6.2.1, to fly to and execute an approach, and a missed approach, at the heliport or landing location to which the flight is planned, and thereafter: a) fly to and execute an approach at the alternate specified in the flight plan; and then b) have a final reserve fuel to fly for 30 minutes at holding speed at 450 m (1 500 ft) above the alternate under standard temperature conditions, and approach and land; and c) have an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies.	CV CAR 8 8.F.270 (d)(1)	More Exacting or Exceeds	The contingency fuel must have AAC aproval	

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 2 Reference **2.8.3.3** **Standard**	2.8.3.3 When no alternate heliport or landing location is available (i.e. the heliport of intended landing is isolated and no alternate is available), to fly to the heliport to which the flight is planned and thereafter for a period as specified by the State of the Operator.	CV CAR 8 8.F.230 (d) (3)	No Difference		
Chapter 2 Reference **2.8.4** **Standard**	2.8.4 In computing the fuel and oil required in 2.8.1, at least the following shall be considered: a) meteorological conditions forecast; b) expected air traffic control routings and traffic delays; c) for IFR flight, one instrument approach at the destination heliport, including a missed approach; d) the procedures for loss of pressurization, where applicable, or failure of one engine while en route; and e) any other conditions that may delay the landing of the helicopter or increase fuel and/or oil consumption. *Note.— Nothing in 2.8 precludes amendment of a flight plan in flight in order to replan the flight to another heliport, provided that the requirements of 2.8 can be complied with from the point where the flight has been replanned.*	CV CAR 8 8.F.265 (b)(2) (iii) (iv) (v) (vi)(vii)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.8.5** **Standard**	2.8.5 The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a re-analysis and, if applicable, adjustment of the planned operation.	CV CAR 8 8.F.265 (c)	No Difference		
Chapter 2 Reference **2.9.1** **Standard**	**2.9 IN-FLIGHT FUEL MANAGEMENT** 2.9.1 The pilot-in-command shall monitor the amount of usable fuel remaining on board to ensure it is not less than the fuel required to proceed to a landing site where a safe landing can be made with the planned final reserve fuel remaining. *Note.— The protection of final reserve fuel is intended to ensure safe landing at any heliport or landing location when unforeseen occurrences may not permit a safe completion of an operation as originally planned.*	CV CAR 8 8.F.265 (d) (1)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 2 Reference **2.9.2** **Standard**	2.9.2 The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific landing site, the pilot calculates that any change to the existing clearance to that landing site, or other air traffic delays, may result in landing with less than the planned final reserve fuel. *Note 1.— The declaration of MINIMUM FUEL informs ATC that all planned landing site options have been reduced to a specific landing site of intended landing, that no precautionary landing site is available, and any change to the existing clearance, or air traffic delays, may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.* *Note 2.— A precautionary landing site refers to a landing site, other than the site of intended landing, where it is expected that a safe landing can be made prior to the consumption of the planned final reserve fuel.*	CV CAR 8 8.F.265 (d) (3)	No Difference		

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Chapter 2 Reference **2.9.3** **Standard**	2.9.3 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the usable fuel estimated to be available upon landing at the nearest landing site where a safe landing can be made is less than the required final reserve fuel in compliance with 2.8. *Note 1.— The planned final reserve fuel refers to the value calculated in 2.8 and is the minimum amount of fuel required upon landing at any landing site. The declaration of MAYDAY MAYDAY MAYDAY FUEL informs ATC that all available landing options have been reduced to a specific site and a portion of the final reserve fuel may be consumed prior to landing.* *Note 2.— The pilot estimates with reasonable certainty that the fuel remaining upon landing at the nearest safe landing site will be less than the final reserve fuel taking into consideration the latest information available to the pilot, the area to be overflown (i.e. with respect to the availability of precautionary landing areas), meteorological conditions and other reasonable contingencies.* *Note 3.— The words "MAYDAY FUEL" describe the nature of the distress conditions as required in Annex 10, Volume II, 5.3.2.1.1, b) 3).*	CV CAR 8 8.F.265 (d) (4)	No Difference		

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Chapter 2 Reference **2.10.1** **Standard**	**2.10 OXYGEN SUPPLY** *Note.— Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure used in the text are as follows:* Absolute pressure — Metres / Feet *700 hPa* — *3 000 10 000* *620 hPa* — *4 000 13 000* 2.10.1 A flight to be operated at altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.	CV CAR 7 7.I.165(a)IS 7.I.165 (a) Table I.	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.10.2** **Standard**	2.10.2 A flight to be operated with a pressurized helicopter shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and a proportion of the passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa.	CV CAR 8 8.E.265 (a) b) 8.I.130 (a) (b) 7.I.165(b) (c) (h) IS 7.I.165 (a)Table III.	No Difference		
Chapter 2 Reference **2.11** **Standard**	**2.11 USE OF OXYGEN** All flight crew members, when engaged in performing duties essential to the safe operation of a helicopter in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in 2.10.1 or 2.10.2.	CV CAR 7 7.I.175 (c)	No Difference		
Chapter 2 Reference **2.12** **Standard**	**2.12 IN-FLIGHT EMERGENCY INSTRUCTION** In an emergency during flight, the pilot-in-command shall ensure that all persons on board are instructed in such emergency action as may be appropriate to the circumstances.	CV CAR 8 8.E.110 (7)8.E.305 (a)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.13.0.1** **Recommendation**	**2.13 WEATHER REPORTING BY PILOTS** **Recommendation.—** *When weather conditions likely to affect the safety of other aircraft are encountered, they should be reported as soon as possible.*	CV CAR 8 8.E.215	No Difference		
Chapter 2 Reference **2.14.0.2** **Recommendation**	**2.14 HAZARDOUS FLIGHT CONDITIONS** **Recommendation.—** *Hazardous flight conditions, other than those associated with meteorological conditions, encountered en route should be reported as soon as possible. The reports so rendered should give such details as may be pertinent to the safety of other aircraft.*	CV CAR 8 8.E.215	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.15** **Standard**	**2.15 FITNESS OF FLIGHT CREW MEMBERS** The pilot-in-command shall be responsible for ensuring that a flight: a) will not be commenced if any flight crew member is incapacitated from performing duties by any cause such as injury, sickness, fatigue, the effects of alcohol or drugs; and b) will not be continued beyond the nearest suitable heliport when flight crew members' capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness, lack of oxygen.	CV CAR 8 8.E.125 (b)	No Difference		
Chapter 2 Reference **2.16.1** **Standard**	**2.16 FLIGHT CREW MEMBERS AT DUTY STATIONS** **2.16.1 Take-off and landing** All flight crew members required to be on flight deck duty shall be at their stations.	CV CAR 8.E.140 (a)	No Difference		
Chapter 2 Reference **2.16.2** **Standard**	**2.16.2 En route** All flight crew members required to be on flight deck duty shall remain at their stations except when their absence is necessary for the performance of duties in connection with the operation of the helicopter, or for physiological needs.	CV CAR 8.E.140 (b)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.16.3** **Standard**	**2.16.3 Seat belts** All flight crew members shall keep their seat belt fastened when at their stations.	CV CAR 8.E.135 (a)	No Difference		
Chapter 2 Reference **2.16.4.0.3** **Recommendation**	**2.16.4 Safety harness** **Recommendation.—** *When safety harnesses are provided, any flight crew member occupying a pilot's seat should keep the safety harness fastened during the take-off and landing phases; all other flight crew members should keep their safety harness fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt must remain fastened.* *Note.— Safety harness includes shoulder strap(s) and a seat belt which may be used independently.*	CV CAR 8.E.135 (b)(c)	No Difference		
Chapter 2 Reference **2.17.1** **Standard**	**2.17 INSTRUMENT FLIGHT PROCEDURES** 2.17.1 One or more instrument approach procedures designed to support instrument approach operations shall be approved and promulgated by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State, to serve each final approach and take-off area or heliport utilized for instrument flight operations.	CV CAR 8.H.655 (a)	No Difference		

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Chapter 2 Reference **2.17.2** **Standard**	2.17.2 All helicopters operated in accordance with IFR shall comply with the instrument approach procedures approved by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State. *Note 1.— See Section II, Chapter 2, 2.2.8.3, for instrument approach operation classifications*. *Note 2.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of instrument flight procedures for the guidance of procedure specialists are provided in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons (see Section II, Chapter 1, 1.1.1).*	CV CAR 8.H.665 (a)	No Difference		
Chapter 2 Reference **2.18** **Standard**	**2.18 INSTRUCTION — GENERAL** A helicopter rotor shall not be turned under power for the purpose of flight without a qualified pilot at the controls.	CV CAR 8 8.105. (b)	No Difference		

Report on entire Annex

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Chapter 2 Reference **2.19.1** **Recommendation**	**2.19 REFUELLING WITH PASSENGERS ON BOARD OR ROTORS TURNING** 2.19.1 **Recommendation.—** *A helicopter should not be refuelled when passengers are embarking, on board or disembarking or when the rotor is turning unless it is attended by the pilot-in-command or other qualified personnel ready to initiate and direct an evacuation of the helicopter by the most practical and expeditious means available.*	CV CAR 8 8.I.110 (b)(1)	No Difference		
Chapter 2 Reference **2.19.2** **Recommendation**	2.19.2 **Recommendation.—** *When refuelling with passengers embarking, on board or disembarking, two-way communications should be maintained by helicopter inter-communications system or other suitable means between the ground crew supervising the refuelling and the pilot-in-command or other qualified personnel required by 2.19.1.* *Note 1.— Provisions concerning aircraft refuelling are contained in Annex 14, Volume I, and guidance on safe refuelling practices is contained in the* Airport Services Manual *(Doc 9137), Parts 1 and 8.* *Note 2.— Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.*	CV CAR 8 8.I.110 (b) (2)	No Difference		

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Chapter 2 Reference **2.20** **Standard**	**2.20 OVER-WATER FLIGHTS** All helicopters on flights over water in a hostile environment in accordance with 4.3.1 shall be certificated for ditching. Sea state shall be an integral part of ditching information.	CV CAR 7 7.I.125(2) (Nota 1)	No Difference		
Chapter 3 Reference **3.1** **Standard**	**CHAPTER 3. HELICOPTER PERFORMANCE OPERATING LIMITATIONS** 3.1 A helicopter shall be operated: a) in compliance with the terms of its airworthiness certificate or equivalent approved document; b) within the operating limitations prescribed by the certificating authority of the State of Registry; and c) within the mass limitations imposed by compliance with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized, in exceptional circumstances for a certain heliport where there is no noise disturbance problem, by the competent authority of the State in which the heliport is situated.	CV CAR 8 CV CAR 8 8.285 (c) (d)CV CAR 9 9.B.110	No Difference		

Report on entire Annex

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Chapter 3 Reference **3.2** **Standard**	3.2 Placards, listings, instrument markings, or combinations thereof, containing those operating limitations prescribed by the certificating authority of the State of Registry for visual presentation, shall be displayed in the helicopter. *Note.— The Standards of Annex 8, Part IV, apply to all helicopters intended for the carriage of passengers or cargo or mail in international air navigation.*	CV CAR 8 8.D.130 (d)	No Difference		
Chapter 3 Reference **3.3** **Standard**	3.3 Where helicopters are operating to or from heliports in a congested hostile environment, the competent authority of the State in which the heliport is situated shall take such precautions as are necessary to control the risk associated with an engine failure. *Note.— Guidance is provided in Attachment A, 2.4.*	CV CAR 88.G.205 (b)NI: 8.G.210	No Difference		

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Chapter 4 Reference **4.1.1** **Standard**	**CHAPTER 4. HELICOPTER INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS** *Note.— Specifications for the provision of helicopter communication and navigation equipment are contained in Chapter 5.* **4.1 ALL HELICOPTERS ON ALL FLIGHTS** **4.1.1 General** In addition to the minimum equipment necessary for the issuance of a certificate of airworthiness, the instruments, equipment and flight documents prescribed in the following paragraphs shall be installed or carried, as appropriate, in helicopters according to the helicopter used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be approved or accepted by the State of Registry.	CV CAR 7.A.120 (a) (b)8.B.120	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.1.2** **Standard**	**4.1.2 Instruments** A helicopter shall be equipped with instruments which will enable the flight crew to control the flight path of the helicopter, carry out any required procedural manoeuvre, and observe the operating limitations of the helicopter in the expected operating conditions.	CV CAR 8.B.105	No Difference		

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Chapter 4 Reference **4.1.3.1** **Standard**	**4.1.3 Equipment** 4.1.3.1 A helicopter shall be equipped with or carry on board: a) an accessible first-aid kit; b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the helicopter. At least one shall be located in: 1) the pilot's compartment; and 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew; *Note.— Refer to 4.1.3.2 for fire extinguishing agents.* c) 1) a seat or berth for each person over an age to be determined by the State of Registry; and 2) a seat belt for each seat and restraining belts for each berth; d) the following manuals, charts and information: 1) the flight manual or other documents or information concerning any operating limitations prescribed for the helicopter by the certificating authority of the State of Registry, required for the application of Chapter 3; 2) any specific approval issued by the State of Registry, if applicable, for the operation(s) to be conducted;	CV CAR 7 7.I.160, 7.I.155, 7.I.130, 9.C.160 9.C.1708.I.120 (a) (5)9.C.1607.J.1057.J.135	No Difference		

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

Report on entire Annex

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Chapter 4 Reference **4.1.3.2** **Standard**	4.1.3.2 Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in a helicopter for which the individual certificate of airworthiness is first issued on or after 31 December 2011 and any extinguishing agent used in a portable fire extinguisher in a helicopter for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall: a) meet the applicable minimum performance requirements of the State of Registry; and b) not be of a type listed in the 1987 *Montreal Protocol on Substances that Deplete the Ozone Layer* as it appears in the Eighth Edition of the *Handbook for the Montreal Protocol on Substances that Deplete the Ozone La*yer, Annex A, Group II. *Note.— Information concerning extinguishing agents is contained in the* UNEP Halons Technical Options Committee Technical Note No. 1 – New Technology Halon Alternatives *and* FAA Report No. DOT/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.	CV CAR 7 7.I.135	No Difference		
Chapter 4 Reference **4.1.3.3** **Recommendation**	4.1.3.3 **Recommendation.—** *All helicopters on all flights should be equipped with the ground-air signal codes for search and rescue purposes*.	CV CAR 8 8.H.105.(c)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.1.3.4** **Recommendation**	4.1.3.4 **Recommendation.—** *All helicopters on all flights should be equipped with a safety harness for each flight crew member seat.* *Note.— Safety harness includes shoulder strap(s) and a seat belt which may be used independently.*	CV CAR 8 8.I.115.(a)	No Difference		
Chapter 4 Reference **4.1.4.1** **Standard**	**4.1.4 Marking of break-in points** 4.1.4.1 If areas of the fuselage suitable for break-in by rescue crews in an emergency are marked on a helicopter, such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background.	CV CAR 7.I.150 (a)	No Difference		
Chapter 4 Reference **4.1.4.2** **Standard**	4.1.4.2 If the corner markings are more than 2 m apart, intermediate lines 9 cm × 3 cm shall be inserted so that there is no more than 2 m between adjacent markings. *Note.— This Standard does not require any helicopter to have break-in areas.* MARKING OF BREAK-IN POINTS (see 4.1.4)	CV CAR 7 7.I.150 (b)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.2.1** **Standard**	**4.2 INSTRUMENTS AND EQUIPMENT FOR FLIGHTS OPERATED UNDER VFR AND IFR — BY DAY AND NIGHT** *Note.— The flight instrument requirements in 4.2.1, 4.2.2 and 4.2.3 may be met by combinations of instruments or by electronic displays*. 4.2.1 All helicopters when operating in accordance with VFR by day shall be: a) equipped with: 1) a magnetic compass; 2) a sensitive pressure altimeter; 3) an airspeed indicator; 4) such additional instruments or equipment as may be prescribed by the appropriate authority; and b) equipped with, or shall carry, a means of measuring and displaying the time in hours, minutes and seconds.	CV CAR 7 7.B.110	No Difference		

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Chapter 4 Reference **4.2.2** **Standard**	4.2.2 All helicopters when operating in accordance with VFR at night shall be equipped with: a) the equipment specified in 4.2.1; b) an attitude indicator (artificial horizon) for each required pilot; c) a slip indicator; d) a heading indicator (directional gyroscope); e) a rate of climb and descent indicator; f) such additional instruments or equipment as may be prescribed by the appropriate authority; and the following lights: g) the lights required by Annex 2 for aircraft in flight or operating on the movement area of a heliport; *Note.— The general characteristics of the lights are specified in Annex 8.* h) a landing light; i) illumination for all flight instruments and equipment that are essential for the safe operation of the helicopter; j) lights in all passenger compartments; and k) a flashlight for each crew member station.	CV CAR 7 7.B.115	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.2.2.1** **Recommendation**	4.2.2.1 **Recommendation**.— *The landing light should be trainable, at least in the vertical plane.*	CV-CAR 7.E.110 (8)	No Difference		

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Chapter 4 Reference **4.2.3** **Standard**	4.2.3 All helicopters, when operating in accordance with IFR, or when the helicopter cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be: a) equipped with: 1) a magnetic compass; 2) a sensitive pressure altimeter; *Note.— Due to the long history of misreadings, the use of drum-pointer altimeters is not recommended.* 3) an airspeed indicating system with a means of preventing malfunctioning due to either condensation or icing; 4) a slip indicator; 5) an attitude indicator (artificial horizon) for each required pilot and one additional attitude indicator; 6) a heading indicator (directional gyroscope); 7) a means of indicating whether the supply of power to the gyroscopic instruments is adequate; 8) a means of indicating on the flight deck the outside air temperature; 9) a rate of climb and descent indicator; 10) such additional instruments or equipment as	CV CAR 7 7.B.120	No Difference		

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	may be prescribed by the appropriate authority; l1) if operated by night, the lights specified in 4.2.2 g) to k) and 4.2.2.1; and b) equipped with, or shall carry, a means of measuring and displaying the time in hours, minutes and seconds.				
Chapter 4 Reference **4.3.1** **Standard**	**4.3 ALL HELICOPTERS ON FLIGHTS OVER WATER** **4.3.1 Means of flotation** All helicopters intended to be flown over water shall be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter when: a) engaged in offshore operations or other over-water operations as prescribed by the State of Registry; or b) flying at a distance from land specified by the appropriate State authority. *Note.— When determining the distance from land referred to in 4.3.1, consideration should be given to environmental conditions and the availability of search and rescue facilities.*	CV CAR 7 7.I.195	No Difference		

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Chapter 4 Reference **4.3.2.1** **Standard**	**4.3.2 Emergency equipment** 4.3.2.1 Helicopters operating in accordance with the provisions of 4.3.1 shall be equipped with: a) one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat of the person for whose use it is provided; b) when not precluded by consideration related to the type of helicopter used, life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken; and c) equipment for making the pyrotechnical distress signals described in Annex 2.	CV CAR 7 7 .I.185 (b)7.I.190 (b)(d) (3)	No Difference		
Chapter 4 Reference **4.3.2.2** **Standard**	4.3.2.2 When taking off or landing at a heliport where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be likelihood of a ditching, at least the equipment required in 4.3.2.1 a) shall be carried.	CV CAR 7 7.I.195	No Difference		
Chapter 4 Reference **4.3.2.3** **Standard**	4.3.2.3 Each life jacket and equivalent individual flotation device, when carried in accordance with this 4.3, shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.	CV CAR 7 7.I.185 (b)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.3.2.4** **Recommendation**	4.3.2.4 **Recommendation.—** *On any helicopter for which the individual certificate of airworthiness is first issued on or after 1 January 1991, at least 50 per cent of the life rafts carried in accordance with the provisions of 4.3.2 should be deployable by remote control.*		Not Applicable		Cabo Verde does not have any helicopter on the registration at the moment
Chapter 4 Reference **4.3.2.5** **Recommendation**	4.3.2.5 **Recommendation.—** *Rafts which are not deployable by remote control and which have a mass of more than 40 kg should be equipped with some means of mechanically assisted deployment.*	CV-CAR 7.I.190 (e)	No Difference		
Chapter 4 Reference **4.3.2.6** **Recommendation**	4.3.2.6 **Recommendation.—** *On any helicopter for which the individual certificate of airworthiness was first issued before 1 January 1991, the provisions of 4.3.2.4 and 4.3.2.5 should be complied with no later than 31 December 1992.*		Not Applicable		Cabo Verde does not have any helicopter on the registration at the moment
Chapter 4 Reference **4.4** **Standard**	**4.4 ALL HELICOPTERS ON FLIGHTS OVER DESIGNATED LAND AREAS** Helicopters, when operated across land areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, shall be equipped with such signalling devices and life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.	CV CAR 7 7.I.1157.I.120	No Difference		

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Chapter 4 Reference **4.5.1** **Standard**	**4.5 ALL HELICOPTERS ON HIGH ALTITUDE FLIGHTS** **4.5.1 Unpressurized helicopters** Unpressurized helicopters intended to be operated at high altitudes shall carry equipment for storing and dispensing the oxygen supplies required in 2.9.1.	CV-CAR 7.I.165 (c)	No Difference		
Chapter 4 Reference **4.5.2.0.1** **Recommendation**	**4.5.2 Pressurized helicopters** **Recommendation.—** *Pressurized helicopters intended to be operated at high altitudes should carry emergency oxygen storage and dispensing equipment capable of storing and dispensing the oxygen supplies required in 2.9.2.*	CV-CAR 7.I.165 (b)	No Difference		

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Chapter 4 Reference **4.6** **Standard**	**4.6 ALL HELICOPTERS REQUIRED TO COMPLY WITH THE NOISE CERTIFICATION STANDARDS IN ANNEX 16, VOLUME I** All helicopters required to comply with the noise certification Standards of Annex 16, Volume I, shall carry a document attesting noise certification. When the document, or a suitable statement attesting noise certification as contained in another document approved by the State of Registry, is issued in a language other than English, it shall include an English translation. *Note 1.— The attestation may be contained in any document, carried on board, approved by the State of Registry in accordance with the relevant provisions of Annex 16, Volume I.* *Note 2.— The various noise certification Standards of Annex 16, Volume I, which are applicable to helicopters are determined according to the date of application for a type certificate, or the date of acceptance of an application under an equivalent prescribed procedure by the certificating authority. Some helicopters are not required to comply with any noise certification Standard. For details see Annex 16, Volume I, Part II, Chapters 8 and 11.*	CV CAR 8.B.140 (a) (9)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.7** **Note**	**4.7 FLIGHT RECORDERS** *Note 1.— Crash-protected flight recorders comprise one or more of the following systems:* — *a flight data recorder (FDR,* — *a cockpit voice recorder (CVR,* — *an airborne image recorder (AIR),* — *a data link recorder (DLR).* *Image and data link information may be recorded on either the CVR or the FDR.* *Note 2.— Combination recorders (FDR/CVR) may be used to meet the flight recorder equipage requirements in this Annex.* *Note 3.— Detailed requirements on flight recorders—are contained in Appendix 4.* *Note 4.— Lightweight flight recorders comprise one or more of the following systems:* — *an aircraft data recording system (ADRS),* — *a cockpit audio recording system (CARS),* — *an airborne image recording system (AIRS),* — *a data link recording system (DLRS).* *Image and data link information may be recorded on either the CARS or the ADRS.* *Note 5.— For helicopters for which the application for type certification is submitted to a Contracting State before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance*	CV CAR 7 7.H.110	No Difference		

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	Specifications (MOPS), or earlier equivalent documents. *Note 6.— For helicopters for which the application for type certification is submitted to a Contracting State on or after 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specification (MOPS), or equivalent documents.* *Note 7.— Specifications applicable to lightweight flight recorders may be found in EUROCAE ED -155, Minimum Operational Performance Specification (MOPS), or equivalent documents.* *Note 8.— As of 7 November 2019, Section II, Chapter 1, contains requirements for States regarding the use of voice, image and/or data recordings and transcripts.*				
Chapter 4 Reference **4.7.1** **Note**	**4.7.1 Flight data recorders and aircraft data recording systems** *Note.— Parameters to be recorded are listed in Table A4-1 of Appendix 4.*	CV CAR 7 NI 7.H.310	No Difference		
Chapter 4 Reference **4.7.1.1.1** **Standard**	4.7.1.1 *Applicability* 4.7.1.1.1 All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2016 shall be equipped with an FDR which shall record at least the first 48 parameters listed in Table A4-1 of Appendix 4.	NI 7.H.310 (b) (1)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.7.1.1.2** **Standard**	4.7.1.1.2 All helicopters of a maximum certificated take-off mass of over 7 000 kg, or having a passenger seating configuration of more than nineteen, for which the individual certificate of airworthiness is first issued on or after 1 January 1989 shall be equipped with an FDR which shall record at least the first 30 parameters listed in Table A4-1 of Appendix 4.	CV CAR 7 7.H.310 (b) (2)	No Difference		
Chapter 4 Reference **4.7.1.1.3** **Recommendation**	4.7.1.1.3 **Recommendation.—** *All helicopters of a maximum certificated take-off mass of over 3 175 kg, up to and including 7 000 kg, for which the individual certificate of airworthiness is first issued on or after 1 January 1989, should be equipped with an FDR which should record at least the first 15 parameters listed in Table A4-1 of Appendix 4.*	NI 7.H.310 (b) (3)	No Difference		
Chapter 4 Reference **4.7.1.2** **Standard**	4.7.1.2 *Recording technology* FDRs shall not use engraving metal foil, frequency modulation (FM), photographic film or magnetic tape.	CV CAR 7 7.H.320 (1)	No Difference		
Chapter 4 Reference **4.7.1.3** **Standard**	4.7.1.3 *Duration* All FDRs shall retain the information recorded during at least the last 10 hours of their operation.	CV CAR 7 7.H.315 (3)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.7.2.1.1** **Standard**	**4.7.2 Cockpit voice recorders and cockpit audio recording systems** 4.7.2.1 *Applicability* 4.7.2.1.1 All helicopters of a maximum certificated take-off mass of over 7 000 kg shall be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR.	CV CAR 7 7.H.210 (b) (3)	No Difference		
Chapter 4 Reference **4.7.2.1.2** **Recommendation**	4.7.2.1.2 **Recommendation.—** *All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1987 should be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed should be recorded on the CVR.*		Not Applicable		
Chapter 4 Reference **4.7.2.2** **Standard**	4.7.2.2 *Recording technology* CVRs shall not use magnetic tape or wire.	CV-CAR 7.H.220	No Difference		
Chapter 4 Reference **4.7.2.3** **Standard**	4.7.2.3 *Duration* All helicopters required to be equipped with a CVR shall be equipped with a CVR which shall retain the information recorded during at least the last two hours of its operation.	CV CAR 7 7.H.215 (2)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.7.3.1.1** **Standard**	**4.7.3 Data link recorders** 4.7.3.1 *Applicability* 4.7.3.1.1 All helicopters for which the individual certificate of airworthiness is first issued on or after 1 January 2016, which utilize any of the data link communications applications listed in 5.1.2 of Appendix 4 and are required to carry a CVR, shall record on a crash-protected flight recorder the data link communications messages.	CV CAR 7 7.H.405 (a)	No Difference		
Chapter 4 Reference **4.7.3.1.1.1** **Standard**	4.7.3.1.1.1 All helicopters which are modified on or after 1 January 2016 to install and utilize any of the data link communications applications listed in 5.1.2 of Appendix 4 and are required to carry a CVR, shall record on a crash-protected flight recorder the data link communications messages. *Note.— A Class B AIR could be a means for recording data link communications applications messages to and from the helicopters where it is not practical or is prohibitively expensive to record those data link communications applications messages on FDR or CVR.*	CV CAR 7 7.H.405 (b)	No Difference		
Chapter 4 Reference **4.7.3.2** **Standard**	4.7.3.2 *Duration* The minimum recording duration shall be equal to the duration of the CVR.	CV CAR 7 7.H.410	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.7.3.3** **Standard**	4.7.3.3 *Correlation* Data link recording shall be able to be correlated to the recorded cockpit audio.	CV CAR 7 7.H.415	No Difference		
Chapter 4 Reference **4.7.4.1** **Standard**	**4.7.4 Flight recorders — general** 4.7.4.1 *Construction and installation* Flight recorders shall be constructed, located and installed so as to provide maximum practical protection for the recordings in order that the recorded information may be preserved, recovered and transcribed. Flight recorders shall meet the prescribed crashworthiness and fire protection specifications.	CV CAR 7 7.H.110	No Difference		
Chapter 4 Reference **4.7.4.2.1** **Standard**	4.7.4.2 *Operation* 4.7.4.2.1 Flight recorders shall not be switched off during flight time.	CV CAR 7 7.H.115 (a)	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.7.4.2.2** **Standard**	4.7.4.2.2 To preserve flight recorder records, flight recorders shall be deactivated upon completion of flight time following an accident or incident. The flight recorders shall not be reactivated before their disposition as determined in accordance with Annex 13. *Note 1.— The need for removal of the flight recorder records from the aircraft will be determined by the investigation authority in the State conducting the investigation with due regard to the seriousness of an occurrence and the circumstances, including the impact on the operation.* *Note 2.— The operator/owner's responsibilities regarding the retention of flight recorder records are contained in Section II, Chapter 9, 9.6.*	CV CAR 7 7.H.115 (b)	No Difference		
Chapter 4 Reference **4.7.4.3** **Standard**	4.7.4.3 *Continued serviceability* Operational checks and evaluations of recordings from the flight recorder systems shall be conducted to ensure the continued serviceability of the recorders. *Note.— Procedures for the inspections of the flight recorder systems are given in Appendix 4.*	CV CAR 7 7.H.120	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.7.4.4** **Recommendation**	4.7.4.4 *Flight recorders electronic documentation* **Recommendation.—** *The documentation requirement concerning FDR parameters provided by operator/owners to accident investigation authorities should be in electronic format and take account of industry specifications.* *Note.— Industry specification for documentation concerning flight recorder parameters may be found in the ARINC 647A,* Flight Recorder Electronic Documentation*, or equivalent document.*	CV CAR 7 7.H.125	No Difference		
Chapter 4 Reference **4.8.1** **Standard**	**4.8 EMERGENCY LOCATOR TRANSMITTER (ELT)** 4.8.1 From 1 July 2008, all helicopters operating in performance Class 1 and 2 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.3.1 a), with at least one automatic ELT and one ELT(S) in a raft or life jacket.	CV CAR 7 7.I.125 (b)	No Difference		
Chapter 4 Reference **4.8.2** **Standard**	4.8.2 From 1 July 2008, all helicopters operating in performance Class 3 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.3.1 b), with at least one automatic ELT and one ELT(S) in a raft or life jacket.	CV CAR 7 7.I.125 (b)	No Difference		

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Chapter 4 Reference **4.8.3** **Standard**	4.8.3 ELT equipment carried to satisfy the requirements of 4.8.1 and 4.8.2 shall operate in accordance with the relevant provisions of Annex 10, Volume III. *Note.— The judicious choice of numbers of ELTs, their type and placement on aircraft and associated floatable life support systems will ensure the greatest chance of ELT activation in the event of an accident for aircraft operating over water or land, including areas especially difficult for search and rescue. Placement of transmitter units is a vital factor in ensuring optimal crash and fire protection. The placement of the control and switching devices (activation monitors) of automatic fixed ELTs and their associated operational procedures will also take into consideration the need for rapid detection of inadvertent activation and convenient manual switching by crew members.*	CV CAR 7.I.125 b) CV CAR 7.I.125 e)	No Difference		
Chapter 4 Reference **4.9.1** **Standard**	**4.9 HELICOPTERS REQUIRED TO BE EQUIPPED WITH A PRESSURE-ALTITUDE REPORTING TRANSPONDER** 4.9.1 From 1 January 2003, unless exempted by the appropriate authorities, all helicopters shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV.	CV CAR 7 7.D.125	No Difference		

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Chapter 4 Reference **4.9.2** **Recommendation**	4.9.2 **Recommendation.—** *All helicopters should be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV.* *Note.— The provisions in 4.9.1 and 4.9.2 are intended to support the effectiveness of ACAS as well as to improve the effectiveness of air traffic services. Effective dates for carriage requirements of ACAS are contained in Annex 6, Part I, 6.19.1 and 6.19.2. The intent is also for aircraft not equipped with pressure-altitude reporting transponders to be operated so as not to share airspace used by aircraft equipped with airborne collision avoidance systems. To this end, exemptions from the carriage requirement for pressure-altitude reporting transponders could be given by designating airspace where such carriage is not required.*	CV CAR 7 7.D.125	No Difference		
Chapter 4 Reference **4.10.0.2** **Recommendation**	**4.10 MICROPHONES** **Recommendation.—** *All flight crew members required to be on flight deck duty should communicate through boom or throat microphones.*	CV CAR 7 7.C.120 (a) (3)	No Difference		

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Chapter 4 Reference **4.11.1** **Standard**	**4.11 HELICOPTERS EQUIPPED WITH AUTOMATIC LANDING SYSTEMS, A HEAD-UP DISPLAY (HUD) OR EQUIVALENT DISPLAYS, ENHANCED VISION SYSTEMS (EVS), SYNTHETIC VISION SYSTEMS (SVS) AND/OR COMBINED VISION SYSTEMS (CVS)** 4.11.1 Where helicopters are equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, or any combination of those systems into a hybrid system, criteria for the use of such systems for the safe operation of a helicopter shall be established by the State of Registry. *Note.— Information regarding a HUD or equivalent displays, including references to RTCA and EUROCAE documents, is contained in the* Manual of All-Weather Operations *(Doc 9365).*	CV CAR 7 7.B.145 (b)	Less protective or partially implemented or not implemented	Partially implemented	

Report on entire Annex

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Chapter 4 Reference **4.11.2** **Standard**	4.11.2 In establishing operational criteria for the use of automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, the State of Registry shall require that: a) the equipment meets the appropriate airworthiness certification requirements; b) the operator/owner has carried out a safety risk assessment associated with the operations supported by the automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS; c) the operator/owner has established and documented the procedures for the use of, and training requirements for automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS. *Note 1.— Guidance on safety risk assessments is contained in the* Safety Management Manual (SMM) *(Doc 9859).* *Note 2.— Guidance on establishing operational criteria is contained in Attachment G.*	CV CAR 7 7.B.145 (b)	Less protective or partially implemented or not implemented	Partially implemented	
Chapter 4 Reference **4.12** **Note**	**4.12 ELECTRONIC FLIGHT BAGS (EFBS)** *Note.— Guidance on EFB equipment, functions and establishing criteria for their operational use is contained in the* Manual on Electronic Flight Bags (EFBs) *(Doc 10020).*	CV CAR 7 7.B.150	No Difference		

Report on entire Annex

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Chapter 4 Reference **4.12.1** **Standard**	**4.12.1 EFB equipment** Where portable EFBs are used on board a helicopter, the pilot-in-command and the owner shall ensure that they do not affect the performance of the helicopter systems, equipment or the ability to operate the helicopter.		Less protective or partially implemented or not implemented	Only for aeroplanes	To be included on the CV-CAR 7 by the end of 2019
Chapter 4 Reference **4.12.2.1** **Standard**	**4.12.2 EFB functions** 4.12.2.1 Where EFBs are used on board a helicopter the pilot-in-command and/or the owner shall: a) assess the safety risk(s) associated with each EFB function; b) establish the procedures for the use of, and training requirements for, the device and each EFB function; and c) ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely. *Note.— Guidance on safety risk assessments is contained in the* Safety Management Manual (SMM) *(Doc 9859).*		Less protective or partially implemented or not implemented	Only for aeroplanes	To be included on the CV-CAR 7 by the end of 2019
Chapter 4 Reference **4.12.2.2** **Standard**	4.12.2.2 The State of the Registry shall establish criteria for the operational use of EFB functions to be used for the safe operation of helicopters.		Less protective or partially implemented or not implemented	Only for aeroplanes	To be included on the CV-CAR 7 by the end of 2019

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Chapter 4 Reference **4.12.3** **Standard**	**4.12.3 EFB operational criteria** In establishing criteria for the operational use of EFBs, the State of Registry shall ensure that: a) the EFB equipment and its associated installation hardware, including interaction with helicopter systems if applicable, meet the appropriate airworthiness certification requirements; b) the owner has assessed the risks associated with the operations supported by the EFB function(s); c) the owner has established requirements for redundancy of the information (if appropriate) contained and displayed by the EFB function(s); d) the owner has established and documented procedures for the management of the EFB function(s) including any databases it may use; and e) the owner has established and documented the procedures for the use of, and training requirements for, the EFB function(s). *Note.— Guidance on safety risk assessments is contained in the* Safety Management Manual (SMM) *(Doc 9859).*		Less protective or partially implemented or not implemented	Only for aeroplanes	To be included on the CV-CAR 7 by the end of 2019

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 5 Reference **5.1.1** **Standard**	**CHAPTER 5. HELICOPTER COMMUNICATION, NAVIGATION AND SURVEILLANCE EQUIPMENT** **5.1 COMMUNICATION EQUIPMENT** 5.1.1 A helicopter to be operated in accordance with IFR or at night shall be provided with radio communication equipment. Such equipment shall be capable of conducting two-way communication with those aeronautical stations and on those frequencies prescribed by the appropriate authority. *Note.— The requirements of 5.1.1 are considered fulfilled if the ability to conduct the communications specified therein is established during radio propagation conditions which are normal for the route.*	CV CAR 7 7.C.105 (a) (b) (1)	No Difference		
Chapter 5 Reference **5.1.2** **Standard**	5.1.2 When compliance with 5.1.1 requires that more than one communication equipment unit be provided, each shall be independent of the other or others to the extent that a failure in any one will not result in failure of any other.	CV CAR 7 7.C.105 (d)	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 5 Reference **5.1.3** **Standard**	5.1.3 A helicopter to be operated in accordance with VFR, but as a controlled flight, shall, unless exempted by the appropriate authority, be provided with radio communication equipment capable of conducting two-way communication at any time during flight with such aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.	CV CAR 7 7.C.105 (b)	No Difference		
Chapter 5 Reference **5.1.4** **Standard**	5.1.4 A helicopter to be operated on a flight to which the provisions of 4.3 or 4.4 apply shall, unless exempted by the appropriate authority, be provided with radio communication equipment capable of conducting two-way communication at any time during flight with such aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.	CV CAR 7 7.C.105 (b)	No Difference		
Chapter 5 Reference **5.1.5** **Recommendation**	5.1.5 **Recommendation.—** *The radio communication equipment required in accordance with 5.1.1 to 5.1.4 should provide for communication on the aeronautical emergency frequency 121.5 MHz.*	CV CAR 7, 7.C.105 (a)(b)	No Difference		

Report on entire Annex

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Chapter 5 Reference **5.1.6** **Standard**	5.1.6 For operations where communication equipment is required to meet an RCP specification for performance-based communication (PBC) , a helicopter shall, in addition to the requirements specified in 5.1.1 to 5.1.5: a) be provided with communication equipment which will enable it to operate in accordance with the prescribed RCP specification(s); b) have information relevant to the helicopter RCP specification capabilities listed in the flight manual or other helicopter documentation, approved by the State of Design or State of Registry; and c) where the helicopter is operated in accordance with a MEL, have information relevant to the helicopter RCP specification capabilities included in the MEL. *Note.— Information on the performance-based communication and surveillance (PBCS) concept and guidance material on its implementation are contained in the* Performance-based Communication and Surveillance (PBCS) Manual *(Doc 9869).*	CV CAR 7 7.C.125 (a)	No Difference		
Chapter 5 Reference **5.1.7** **Standard**	5.1.7 The State of Registry shall establish criteria for operations where an RCP specification for PBC has been prescribed.	CV CAR 7 7.C.125	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 5 Reference **5.1.8** **Standard**	5.1.8 In establishing criteria for operations where an RCP specification for PBC has been prescribed, the State of Registry shall require that the operator/owner establish: a) normal and abnormal procedures, including contingency procedures; b) flight crew qualification and proficiency requirements, in accordance with appropriate RCP specifications; c) a training programme for relevant personnel consistent with the intended operations; and d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate RCP specifications.	CV CAR 7 7.C.125 (b)	No Difference		
Chapter 5 Reference **5.1.9** **Standard**	5.1.9 The State of Registry shall ensure that, in respect of those helicopters mentioned in 5.1.6, adequate provisions exist for: a) receiving the reports of observed communication performance issued by monitoring programmes established in accordance with Annex 11, Chapter 3, 3.3.5.2; and b) taking immediate corrective action for individual helicopters, helicopter types or operators, identified in such reports as not complying with the RCP specification(s).	CV CAR 7 7.C.125 (c)(2)	No Difference		

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 5 Reference **5.2.1** **Standard**	**5.2 NAVIGATION EQUIPMENT** 5.2.1 A helicopter shall be provided with navigation equipment which will enable it to proceed: a) in accordance with its flight plan; and b) in accordance with the requirements of air traffic services; except when, if not so precluded by the appropriate authority, navigation for flights under VFR is accomplished by visual reference to landmarks. For international general aviation, landmarks shall be located at least every 110 km (60 NM).	CV CAR 7 7.D.105 (a)(d)	No Difference		

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Chapter 5 Reference **5.2.2** **Standard**	5.2.2 For operations where a navigation specification for performance-based navigation (PBN) has been prescribed, a helicopter shall, in addition to the requirements specified in 5.2.1: a) be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s); b) have information relevant to the helicopter navigation specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and c) where the helicopter is operated in accordance with a MEL, have information relevant to the helicopter navigation specification capabilities included in the MEL. *Note.— Guidance on helicopter documentation is contained in the* Performance-based Navigation (PBN) Manual *(Doc 9613).*	CV CAR 7 7.D.105 (b)(e) (f)	No Difference		
Chapter 5 Reference **5.2.3** **Standard**	5.2.3 The State of Registry shall establish criteria for operations where a navigation specification for PBN has been prescribed.	CV CAR 7.D.120	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 5 Reference **5.2.4** **Standard**	5.2.4 In establishing criteria for operations where a navigation specification for PBN has been prescribed, the State of Registry shall require that the operator/owner establish: a) normal and abnormal procedures, including contingency procedures; b) flight crew qualification and proficiency requirements, in accordance with the appropriate navigation specifications; c) training for relevant personnel consistent with the intended operations; and d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with the appropriate navigation specifications. *Note 1.— Guidance on safety risks and mitigations for PBN operations, in accordance with Annex 19, are contained in the* Performance-based Navigation (PBN) Operational Approval Manual *(Doc 9997).* *Note 2.— Electronic navigation data management is an integral part of normal and abnormal procedures*.	CV CAR 17.D.120 (b)	No Difference		
Chapter 5 Reference **5.2.5** **Standard**	5.2.5 The State of Registry shall issue a specific approval for operations based on PBN authorization required (AR) navigation specifications. *Note.— Guidance on specific approvals for PBN authorization required (AR) navigation specifications is contained in the* Performance-based Navigation (PBN) Operational Approval Manual *(Doc 9997).*	CV CAR 17.D.120 (c)	No Difference		

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Chapter 5 Reference **5.2.6** **Standard**	5.2.6 The helicopter shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the helicopter to navigate in accordance with 5.2.1 and, where applicable, 5.2.2. *Note.— For international general aviation, this requirement may be met by means other than the duplication of equipment.*	7.D.215	No Difference		
Chapter 5 Reference **5.2.7** **Standard**	5.2.7 On flights in which it is intended to land in instrument meteorological conditions, a helicopter shall be provided with appropriate navigation equipment providing guidance to a point from which a visual landing can be effected. This equipment shall be capable of providing such guidance at each heliport at which it is intended to land in instrument meteorological conditions and at any designated alternate heliports.	CV CAR 7 7.D.105 (f)	No Difference		
Chapter 5 Reference **5.3.1** **Standard**	**5.3 SURVEILLANCE EQUIPMENT** 5.3.1 A helicopter shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services.	CV CAR 7.D.200	No Difference		

Report on entire Annex

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Chapter 5 Reference **5.3.2** **Standard**	5.3.2 For operations where surveillance equipment is required to meet an RSP specification for performance-based surveillance (PBS), a helicopter shall, in addition to the requirements specified in 5.3.1: a) be provided with surveillance equipment which will enable it to operate in accordance with the prescribed RSP specification(s); b) have information relevant to the helicopter RSP specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and c) where the helicopter is operated in accordance with a MEL, have information relevant to the helicopter RSP specification capabilities included in the MEL. *Note 1.— Information on surveillance equipment is contained in the* Aeronautical Surveillance Manual *(Doc 9924).* *Note 2.— Information on RSP specifications for performance-based surveillance is contained in the* Performance-based Communication and Surveillance (PBCS) Manual *(Doc 9869).*	CV CAR 7.D.210 (a)	No Difference		
Chapter 5 Reference **5.3.3** **Standard**	5.3.3 The State of Registry shall establish criteria for operations where an RSP specification for PBS has been prescribed.	CV CAR 7.D.210	No Difference		

Report on entire Annex

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 5 Reference **5.3.4** **Standard**	5.3.4 In establishing criteria for operations where an RSP specification for PBS has been prescribed, the State of Registry shall require that the operator/owner establish: a) normal and abnormal procedures, including contingency procedures; b) flight crew qualification and proficiency requirements, in accordance with appropriate RSP specifications; c) a training programme for relevant personnel consistent with the intended operations; and d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate RSP specifications.	CV CAR 7.D.210 (b)	No Difference		
Chapter 5 Reference **5.3.5** **Standard**	5.3.5 The State of Registry shall ensure that, in respect of those helicopters mentioned in 5.3.2, adequate provisions exist for: a) receiving the reports of observed surveillance performance issued by monitoring programmes established in accordance with Annex 11, Chapter 3, 3.3.5.2; and b) taking immediate corrective action for individual helicopter, helicopter types or operators, identified in such reports as not complying with the RSP specification(s).	CV CAR 7.D.210 (c)	No Difference		

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Chapter 6 Reference **6.1.1** **Standard**	**CHAPTER 6. HELICOPTER MAINTENANCE††** *Note 1.— For the purpose of this chapter "helicopter" includes: engines, power transmissions, rotors, components, accessories, instruments, equipment and apparatus including emergency equipment.* *Note 2.— Guidance on continuing airworthiness requirements is contained in the* Airworthiness Manual *(Doc 9760).* **6.1 MAINTENANCE RESPONSIBILITIES††** 6.1.1 The owner of a helicopter, or in the case where it is leased, the lessee, shall ensure that: a) the helicopter is maintained in an airworthy condition; b) the operational and emergency equipment necessary for the intended flight is serviceable; c) the certificate of airworthiness of the helicopter remains valid; and d) the maintenance of the helicopter is performed in accordance with a maintenance programme acceptable to the State of Registry. ---------- †† As of 5 November 2020, the following Chapter and paragraph will	CV CAR 9 9.D.110 a) b) c)	No Difference		

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
	be titled: Chapter 6 — *Helicopter Continuing Airworthiness* Paragraph 6.1 — *Operator's Continuing Airworthiness Responsibilities*.				
Chapter 6 Reference **6.1.2** **Standard**	6.1.2 Until 4 November 2020, the helicopter shall not be operated unless it is maintained and released to service under a system acceptable to the State of Registry.	CV CAR 9.D.115 a)b) c)	No Difference		
Chapter 6 Reference **6.1.2** **Standard**	*6.1.2* As of 5 November 2020, the owner or the lessee shall not operate the helicopter unless maintenance on the helicopter, including any associated engine, rotor and part, is carried out: a) by an organization complying with Annex 8, Part II, Chapter 6 that is either approved by the State of Registry of the helicopter or is approved by another Contracting State and is accepted by the State of Registry; or b) by a person or organization in accordance with procedures that are authorized by the State of Registry; and there is a maintenance release in relation to the maintenance carried out.	CV CAR 9.D.115 a)b) c)	No Difference		

Report on entire Annex

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Chapter 6 Reference **6.1.3** **Standard**	6.1.3 Until 4 November 2020, when the maintenance release is not issued by an organization approved in accordance with Annex 6, Part I, 8.7, the person signing the maintenance release shall be licensed in accordance with Annex 1.	CV CAR 9.D.140	No Difference		

Report on entire Annex

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Chapter 6 Reference **6.2.1** **Standard**	**6.2 MAINTENANCE RECORDS††** 6.2.1 The owner shall ensure that the following records are kept for the periods mentioned in 6.2.2: a) the total time in service hours, calendar time and cycles, as appropriate of the helicopter and all life-limited components; b) the current status of compliance with all mandatory continuing airworthiness information; c) appropriate details of modifications and repairs to the helicopter; d) the time in service (hours, calendar time and cycles, as appropriate) since last overhaul of the helicopter or its components subject to a mandatory overhaul life; e) the current status of the helicopter's compliance with the maintenance programme; and f) the detailed maintenance records to show that all requirements for signing of a maintenance release have been met. --- †† As of 5 November 2020, paragraph 6.2 will be titled *Continuing Airworthiness Records*.	CV CAR 9.D.130 (a) (1) - (6)	No Difference		

Report on entire Annex

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Chapter 6 Reference **6.2.2** **Standard**	6.2.2 The records in 6.2.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service, and the records in 6.2.1 f) for a minimum period of one year after the signing of the maintenance release.	CV CAR 9.D.130 (b)	More Exacting or Exceeds		12 months
Chapter 6 Reference **6.2.3** **Standard**	6.2.3 The lessee of a helicopter shall comply with the requirements of 6.2.1 and 6.2.2, as applicable, while the helicopter is leased.	CV CAR 9.D.130 (d)	No Difference		
Chapter 6 Reference **6.2.4** **Standard**	6.2.4 As of 5 November 2020, records kept and transferred in accordance with 6.2 shall be maintained in a form and format that ensures readability, security and integrity of the records at all times. *Note 1.— The form and format of the records may include, for example, paper records, film records, electronic records or any combination thereof.* *Note 2.— Guidance regarding electronic aircraft continuing airworthiness records is included in the* Airworthiness Manual (Doc 9760).		Less protective or partially implemented or not implemented	Not implemented in CV CAR`s. Will be implemented in the next revision of the CV CAR`s, before 5 November 2020	

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Chapter 6 Reference **6.3** **Standard**	**6.3 CONTINUING AIRWORTHINESS INFORMATION** The owner of a helicopter over 3 175 kg maximum certificated take-off mass, or in the case where it is leased, the lessee, shall, as required by the State of Registry, ensure that the information resulting from maintenance and operational experience with respect to continuing airworthiness is transmitted as required by Annex 8, Part II, 4.2.3 f) and 4.2.4.	CV CAR 5, 5.C.120 (b)	No Difference		
Chapter 6 Reference **6.4** **Standard**	**6.4 MODIFICATIONS AND REPAIRS** All modifications and repairs shall comply with airworthiness requirements acceptable to the State of Registry. Procedures shall be established to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.	CV CAR 9.D.145 (a)(d)	No Difference		
Chapter 6 Reference **6.5.1** **Standard**	**6.5 MAINTENANCE RELEASE** 6.5.1 Until 4 November 2020, a maintenance release shall be completed and signed, as prescribed by the State of Registry, to certify that the maintenance work performed has been completed satisfactorily.	CV CAR 9.D.140 (a)(d)	No Difference		
Chapter 6 Reference **6.5.1** **Standard**	*6.5.1* As of 5 November 2020, when maintenance is carried out by an approved maintenance organization, the maintenance release shall be issued by the approved maintenance organization in accordance with the provisions of Annex 8, Part II, 6.8.	CV CAR 55.D.110 (a);(b) (4)5.D.115(3)5.D.120(3)CV CAR 99.D.140	No Difference		

Report on entire Annex

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Chapter 6 Reference **6.5.2** **Standard**	6.5.2 Until 4 November 2020, a maintenance release shall contain a certification including: a) basic details of the maintenance carried out; b) the date such maintenance was completed; c) when applicable, the identity of the approved maintenance organization; and d) the identity of the person or persons signing the release.	CV CAR 9.D.140 (a)(2)	No Difference		
Chapter 6 Reference **6.5.2** **Standard**	*6.5.2* As of 5 November 2020, when maintenance is not carried out by an approved maintenance organization, the maintenance release shall be completed and signed by a person appropriately licensed in accordance with Annex 1 to certify that the maintenance work performed has been completed satisfactorily and in accordance with data and procedures acceptable to the State of Registry.	CV CAR 55.D.110 (a);(b) (3)5.D.115(3)5.D.120(3)	No Difference		

Report on entire Annex

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Chapter 6 Reference **6.5.3** **Standard**	6.5.3 As of 5 November 2020, when maintenance is not carried out by an approved maintenance organization, the maintenance release shall include the following: a) basic details of the maintenance carried out; b) the date such maintenance was completed; and c) the identity of the person or persons signing the release.	CV CAR 55.D.105(g)	No Difference		

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Chapter 7 Reference **7.1** **Standard**	**CHAPTER 7. HELICOPTER FLIGHT CREW** **7.1 QUALIFICATIONS** The pilot-in-command shall ensure that the licences of each flight crew member have been issued or rendered valid by the State of Registry, and are properly rated and of current validity, and shall be satisfied that flight crew members have maintained competence. *Note.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle Clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons*.	CV CAR 8.D.110 a)	No Difference		
Chapter 7 Reference **7.2** **Standard**	**7.2 COMPOSITION OF THE FLIGHT CREW** The number and composition of the flight crew shall not be less than that specified in the flight manual or other documents associated with the certificate of airworthiness.	CV CAR 8.D.105 a) f)	No Difference		

Report on entire Annex

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