FOREWORD

The forward and CC instructions will be provided at a later date

—	European Union Aviation Safety Agency-Annex 6 Amendment 48		Difference							
Annex Reference & SARP Identifier	OPERATION OF AIRCRAFT - PART I INTERNATIONAL COMMERICIAL AIR TRANSPORT - AEROPLANES	State Reference	No	Yes				Not Applicable	Details of Difference	Remarks
				Level of implementation of SARPs			Siginificant Difference			
	Annex Standard or Recommended Practice			A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
1.0	ABBREVIATIONS AND SYMBOLS *(used in this Annex)* *Abbreviations* AC Alternating current ACAS Airborne collision avoidance system ADRS Aircraft data recording system ADS Automatic dependent surveillance ADS-C Automatic dependent surveillance — contract AEO All engines operative AFCS Automatic flight control system AGA Aerodromes, air routes and ground aids AIG Accident investigation and prevention AIR Airborne image recorder AIRS Airborne image recording system AOC Air operator certificate APCH Approach APU Auxiliary power unit AR Authorization required ARINC Aeronautical Radio, Incorporated ASDA Accelerate stop distance available ASE Altimetry system error ASIA/PAC Asia/Pacific ATC Air traffic control ATM Air traffic management ATN Aeronautical telecommunication network ATS Air traffic services		☒	☐	☐	☐	☐	☐		

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				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
	CARS Cockpit audio recording system CAS Calibrated airspeed CAT I Category I CAT II Category II CAT III Category III CDL Configuration deviation list CFIT Controlled flight into terrain cm Centimetre COMAT Operator material CPDLC Controller-pilot data link communications CVR Cockpit voice recorder CVS Combined vision system DA Decision altitude DA/H Decision altitude/height DC Direct current D-FIS Data link-flight information services DH Decision height DLR Data link recorder DLRS Data link recording system DME Distance measuring equipment DSTRK Desired track EDTO Extended diversion time operations EFB Electronic flight bag EFIS Electronic flight instrument system EGT Exhaust gas temperature ELT Emergency locator transmitter ELT(AD) Automatic deployable ELT										

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	ELT(AF) Automatic fixed ELT ELT(AP) Automatic portable ELT ELT(S) Survival ELT EPR Engine pressure ratio EUROCAE European Organisation for Civil Aviation Equipment EVS Enhanced vision system FANS Future air navigation system FDAP Flight data analysis programmes FDR Flight data recorder FL Flight level FM Frequency modulation ft Foot ft/min Feet per minute g Normal acceleration GCAS Ground collision avoidance system GNSS Global navigation satellite system GPWS Ground proximity warning system hPa Hectopascal HUD Head-up display IFR Instrument flight rules ILS Instrument landing system IMC Instrument meteorological conditions inHg Inch of mercury INS Inertial navigation system ISA International standard atmosphere										

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	kg Kilogram kg/m^2 Kilogram per metre squared km Kilometre km/h Kilometre per hour kt Knot kt/s Knots per second lb Pound lbf Pound-force LDA Landing distance available LED Light emitting diode m Metre mb Millibar MDA Minimum descent altitude MDA/H Minimum descent altitude/height MDH Minimum descent height MEL Minimum equipment list MHz Megahertz MLS Microwave landing system MMEL Master minimum equipment list MNPS Minimum navigation performance specification MOPS Minimum operational performance specification m/s Metres per second m/s^2 Metres per second squared N Newton N_1 Low pressure compressor speed (two-stage compressor); fan speed (three-stage compressor)										

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	N_2 High pressure compressor speed (two-stage compressor); intermediate pressure compressor speed (three-stage compressor) N_3 High pressure compressor speed (three stage compressor) NAV Navigation NM Nautical mile NVIS Night vision imaging systems OCA Obstacle clearance altitude OCA/H Obstacle clearance altitude/height OCH Obstacle clearance height OEI One-engine-inoperative PANS Procedures for Air Navigation Services PBC Performance-based communication PBN Performance-based navigation PBS Performance-based surveillance RCP Required communication performance RNAV Area navigation RNP Required navigation performance RSP Required surveillance performance RTCA Radio Technical Commission for Aeronautics RVR Runway visual range RVSM Reduced vertical separation minima SOP Standard operating procedure SST Supersonic transport STOL Short take-off and landing										

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	SVS Synthetic vision system TAS True airspeed TAWS Terrain awareness warning system TCAS Traffic alert and collision avoidance system TLA Thrust lever angle TLS Target level of safety TVE Total vertical error UTC Coordinated universal time V_D Design diving speed VFR Visual flight rules VMC Visual meteorological conditions V_{MC} Minimum control speed with the critical engine inoperative VOR VHF omnidirectional radio range V_{s_0} Stalling speed or the minimum steady flight speed in the landing configuration V_{s_1} Stalling speed or the minimum steady flight speed in a specified configuration VTOL Vertical take-off and landing WXR Weather *Symbols* °C Degrees Celsius % Per cent										

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	_____									
1.0	PUBLICATIONS *(referred to in this Annex)* ICAO Publications Convention and Related Acts *Convention on International Civil Aviation* (Doc 7300) *Protocol Relating to an Amendment to the Convention on International Civil Aviation* (*Article 83* bis) (Doc 9318) Annexes to the Convention on International Civil Aviation Annex 1 — *Personnel Licensing* Annex 2 — *Rules of the Air*		☐	☐	☐	☐	☐	☐		

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	Annex 3 — *Meteorological Service for International Air Navigation* Annex 4 — *Aeronautical Charts* Annex 5 — *Units of Measurement to be Used in Air and Ground Operations* Annex 6 — *Operation of Aircraft* Part II — *International General Aviation — Aeroplanes* Part III — *International Operations — Helicopters* Annex 7 — *Aircraft Nationality and Registration Marks* Annex 8 — *Airworthiness of Aircraft* Annex 9 — *Facilitation* Annex 10 — *Aeronautical Telecommunications* Volume III — *Communication Systems* (Part I — *Digital Data Communication Systems;* Part II — *Voice Communication Systems*) Volume IV —*Surveillance and Collision Avoidance Systems* Annex 11 — *Air Traffic Services*									

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	Annex 12 — *Search and Rescue* Annex 13 — *Aircraft Accident and Incident Investigation* Annex 14 — *Aerodromes* Volume I — *Aerodrome Design and Operations* Annex 15 — *Aeronautical Information Services* Annex 16 — *Environmental Protection* Volume I — *Aircraft Noise* Annex 18 — *The Safe Transport of Dangerous Goods by Air* Annex 19 — *Safety Management* Procedures for Air Navigation Services *ATM — Air Traffic Management* (Doc 4444) *OPS — Aircraft Operations* (Doc 8168) Volume I — *Flight Procedures* Volume II — *Construction of Visual and Instrument Flight Procedures* *TRG — Training* (Doc 9868) *Regional Supplementary Procedures* (Doc 7030)									

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	Manuals[1] *Aeronautical Surveillance Manual* (Doc 9924) *Airport Services Manual* (Doc 9137) Part 1 — *Rescue and Fire Fighting* Part 8 — *Airport Operational Services* *Airworthiness Manual* (Doc 9760) *Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods* (Doc 9481) *Extended Diversion Time Operations (EDTO) Manual (Doc 10085)* *Flight Planning and Fuel Management (FPFM) Manual* (Doc 9976) *Guidance for Safe Operations Involving Aeroplane Cargo Compartments (Doc 10102)* *Human Factors Training Manual (Doc 9683)* *Manual for the Oversight of Fatigue Management Approaches* (Doc 9966) *Manual of Aircraft Ground De-icing/Anti-icing Operations* (Doc 9640)										

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	Manual of All-Weather Operations (Doc 9365) *Manual of Criteria for the Qualification of Flight Simulation Training Devices* (Doc 9625) *Manual of Evidence-based Training* (Doc 9995) *Manual of Procedures for Establishment and Management of a State's Personnel Licensing System* (Doc 9379) *Manual of Procedures for Operations Inspection, Certification and Continued Surveillance* (Doc 8335) *Manual on a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive* (Doc 9574) *Manual on Aeroplane Upset Prevention and Recovery Training* (Doc 10011) *Manual on Electronic Flight Bags(EFBs)* (Doc 10020) *Manual on Flight Data Analysis Programmes (FDAP)* (Doc 10000) *Manual on Location of Aircraft in Distress and Flight Recorder Data Recovery* (Doc 10054)									

	Manual on the Implementation of Article 83 bis *of the Convention on International Civil Aviation* (Doc 10059) *Performance-based Communication and Surveillance (PBCS) Manual* (Doc 9869) (previously titled the *Manual on Required Communication Performance (RCP).)* *Performance-based Navigation (PBN) Manual* (Doc 9613) *Performance-based Navigation (PBN) Operational Approval Manual* (Doc 9997) *Policy and Guidance Material on the Economic Regulation of International Air Transport* (Doc 9587) *Preparation of an Operations Manual* (Doc 9376) *Safety Management Manual* (Doc 9859) *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284) *Training Manual* (Doc 7192) Part D-3 — *Flight Operations Officers/Flight Dispatchers*									

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	Circulars *Guidance Material on SST Aircraft Operations* (Cir 126) **Other Publications** Aeronautical Radio, Incorporated (ARINC), ARINC 647A European Organisation for Civil Aviation Equipment (EUROCAE) Documents ED-55, ED-56A, ED-76, ED-77, ED-112, ED-112A, ED-155 and ED-250 International Maritime Organization, International Regulations for Preventing Collisions at Sea Radio Technical Commission for Aeronautics, RTCA DO-200A and RTCA DO-201A _____ ---------- 1. The manuals referenced will be updated as necessary to harmonize the terminology with that used in the new Annex 19.									
1.1	INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES	Reg. (EU) 965/2012: Annex I,	☒	☐	☐	☐	☐	☐		

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	CHAPTER 1. DEFINITIONS When the following terms are used in the Standards and Recommended Practices for operation of aircraft in international commercial air transport, they have the following meanings: ***Accelerate-stop distance available (ASDA).*** The length of the take-off run available plus the length of stopway, if provided.	definition (1)								
1.2	***Advanced aircraft.*** An aircraft with equipment in addition to that required for a basic aircraft for a given take-off, approach or landing operation.	GM 31 to Annex 1 Definitions to Reg (EU) 965/12	☒	☐	☐	☐	☐	☐		
1.3	***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.	Reg. (EU) 965/2012: Article 2 (7)	☐	☐	☒	☐	☐	☐	Search and rescue operations are not included in Specialised Operations (SPO) in	The term 'specialised operations' is used and defined

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									the EU system. They are covered at national level.	instead of 'aerial work'.
1.4	***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.	Reg. (EU) 2018/1139: Article 3, def. (16).Reg. (EU) 139/2014:Art. 2, def. (1)CS ADR DSN	☒	☐	☐	☐	☐	☐		
1.5	***Aerodrome operating minima.*** The limits of usability of an aerodrome 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	Reg. (EU) 965/2012:Annex I definiion (6).	☒	☐	☐	☐	☐	☐		

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	visual range and decision altitude/height (DA/H) as appropriate to the type and/or category of the operation.									
1.6	***Aeroplane.*** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.	Reg. (EU) 965/2012: Article 2 definition (6).Reg. (EU) 923/2012: Article 2 definition (16).	☒	☐	☐	☐	☐	☐		
1.7	***Agreement summary.*** When an aircraft is operating under an Article 83 *bis* agreement between the State of Registry and another State, the agreement summary is a document transmitted with the Article 83 *bis* Agreement registered with the ICAO Council that identifies succinctly and clearly which functions and duties are transferred by the State of Registry to that other State. *Note.— The other State in the above definition refers to the State of the Operator for commercial air transport operations.*		☐	☐	☐	☒	☐	☐	Not implemented. Term not used in the EU regulation.	
1.8	***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.	Reg. (EU) 965/2012: Annex I definition	☒	☐	☐	☐	☐	☐		

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		(8).Reg. (EU) 1321/2014: Art. 2 (a).								
1.9	***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.*	Reg. (EU) 2018/1139: Annex V (pt. 8.2).Reg. (EU) 965/2012: ORO.MLR.100AMC1 ORO.MLR.100	☒	☐	☐	☐	☐	☐		
1.10	***Aircraft tracking.*** A process, established by the operator, that maintains and updates, at standardized intervals, a ground-based record of the four dimensional position of individual aircraft in flight.	Reg. (EU) 965/2012: Annex I: Def. (8a)	☒	☐	☐	☐	☐	☐		
1.11	***Air operator certificate (AOC).*** A certificate authorizing an operator to carry out specified commercial air transport operations.	Reg. (EC) 1008/2008: Art. 2(8)Reg. (EU) 965/2012: Art. 7and Part-ARO, Appendix II	☒	☐	☐	☐	☐	☐		See also Appendix I to Part-ARO of R.(EU) 965/2012, which confirms

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		(AOC)								that it is commercial air transport.
1.12	***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).	Reg. (EU) 2017/373: Annex I: def. (21)	☒	☐	☐	☐	☐	☐		
1.13	***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.	Reg. (EU) 2018/1139: Art. 9(1)Annex II.Reg. (EU) 748/2012: 21A.165(c); 21A.307(a)	☒	☐	☐	☐	☐	☐		Not defined as term, but used with the same meaning.
1.14	***Alternate aerodrome.*** An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:	Reg. (EU) 965/2012: Annex I, definitions (8c) and (110).Reg. (EU) No 923/2012: Art. 2	☒	☐	☐	☐	☐	☐		

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	Take-off alternate. An alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure. *En-route alternate.* An alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route. *Destination alternate.* An alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing. *Note.— The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.*	definition (38).								
1.15	***Altimetry system error (ASE).*** The difference between the altitude indicated by the altimeter display, assuming a correct altimeter barometric setting, and the pressure altitude corresponding to the undisturbed ambient pressure.	CSACNS: ACNS.A.GEN.005 'Definitions'. Reg. (EU) 965/2012: SPA.RVSM.115.	☒	☐	☐	☐	☐	☐		The ASE definition in the CS-ACNS is captured in the context of

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										RVSM airworthiness approval. CS-ACNS provides additional airworthiness requirements resulting from airspace (mostly) and OPS requirements.
1.16	***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.	Reg. (EU) 748/2012:Part-21, para 21.B.80	☒	☐	☐	☐	☐	☐		
1.17	***Area navigation (RNAV).*** A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based	Reg. (EU) 923/2012: Article 2	☒	☐	☐	☐	☐	☐		

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	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.*	definition (45)								
1.18	***Basic aircraft.*** An aircraft which has the minimum equipment required to perform the intended take-off, approach or landing operation.	GM 31 to Annex 1 Definitions to Reg (EU) 965/12	☒	☐	☐	☐	☐	☐		
1.19	***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.	Reg. (EU) 965/2012: Annex I definition (12)	☒	☐	☐	☐	☐	☐		
1.20	***COMAT.*** Operator material carried on an operator's aircraft for the operator's own purposes.		☐	☐	☐	☒	☐	☐	Not implemented.The term is not used in Reg. (EU) 965/2012.	
1.21	***Combined vision system (CVS).*** A system to display images from a combination of an enhanced vision system (EVS) and a synthetic vision system (SVS).	CS-AWO.A.CVS .101. (a);	☒	☐	☐	☐	☐	☐		

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		GM5 SPA.LVO.100 (c) To EU. Reg 965/12								
1.22	***Commercial air transport operation.*** An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.	Reg. (EU) 2018/1139: Art. 3 (24)	☒	☐	☐	☐	☐	☐		
1.23	***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.	Reg. (EU) 965/2012:CAT.GEN.MPA.105; CAT.OP.MPA.175.	☒	☐	☐	☐	☐	☐		Not defined as a term but used with the same meaning.
1.24	***Contaminated runway.*** A runway is contaminated when a significant portion of the runway surface area (whether in isolated areas or not) within the length and width being used is covered by one or more of the substances listed in the runway surface condition descriptors.	Reg. (EU) 965/2012: Annex I definition (25)	☒	☐	☐	☐	☐	☐		

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	Note.— Further information on runway surface condition descriptors can be found in the Annex 14, Volume I — *Definitions.*									
1.25	***Continuing airworthiness.*** The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.	Reg. (EU) 1321/2014: Art. 2 (d) and Art. 3(1)	☒	☐	☐	☐	☐	☐		
1.26	***Continuing airworthiness records.*** Records which are related to the continuing airworthiness status of an aircraft, engine, propeller or associated part.	Reg. (EU) 1321/2014: M.A.305, M.A.306Reg. (EU) 965/2012:ORO.GEN.220	☒	☐	☐	☐	☐	☐		Term not defined but types of records specified.
1.27	***Continuous descent final approach (CDFA).*** A technique, consistent with stabilized approach procedures, for flying the final approach segment (FAS) of an instrument non-precision approach (NPA) procedure as a continuous descent, without level-off, from an altitude/height at or above the final approach fix altitude/height to a point approximately 15 m (50 ft) above the landing runway threshold or the point where the flare manoeuvre begins for the type of aircraft flown; for the FAS of an NPA procedure followed by a circling approach, the	Reg. (EU) 965/2012: Annex I definition (27)	☒	☐	☐	☐	☐	☐		

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	CDFA technique applies until circling approach minima (circling OCA/H) or visual flight manoeuvre altitude/height are reached.									
1.28	***Crew member.*** A person assigned by an operator to duty on an aircraft during a flight duty period.	Reg. (EU) 965/2012: Annex I def. (29)	☒	☐	☐	☐	☐	☐		
1.29	***Cruise relief pilot.*** A flight crew member who is assigned to perform pilot tasks during cruise flight, to allow the pilot-in-command or a co-pilot to obtain planned rest.	Reg. (EU) 965/2012: ORO.FC.A.201	☒	☐	☐	☐	☐	☐		Term not defined but used with the same meaning.
1.30	***Cruising level.*** A level maintained during a significant portion of a flight.	Reg. (EU) 923/2012: Art. 2. definition (63)	☒	☐	☐	☐	☐	☐		
1.31	***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	Reg. (EU) 965/2012: Annex I	☒	☐	☐	☐	☐	☐		

	dangerous goods in the Technical Instructions or which are classified according to those Instructions. *Note.— Dangerous goods are classified in Annex 18, Chapter 3.*	definition (33)								
1.32	***Decision altitude (DA)*** or ***decision height (DH).*** A specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established. *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".*	Reg. (EU) 965/2012: Annex I Definition 35a;	☒	☐	☐	☐	☐	☐		

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			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
1.33	***Dry runway.*** A runway is considered dry if its surface is free of visible moisture and not contaminated within the area intended to be used.	Reg. (EU) 965/2012: Annex I def. (42)	☒	☐	☐	☐	☐	☐		
1.34	***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.	Reg. (EU) 965/2012: ORO.FTL.105 Definitions (10)	☒	☐	☐	☐	☐	☐		
1.35	***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.	Reg. (EU) 965/2012: ORO.FTL.105 Definitions (11)	☒	☐	☐	☐	☐	☐		
1.36	***EDTO critical fuel.*** The fuel quantity necessary to fly to an en-route alternate aerodrome considering, at the most critical point on the route, the most limiting system failure. *Note.— Guidance on EDTO critical fuel scenarios is contained in the* Extended Diversion Time Operations (EDTO) Manual *(Doc 10085).*	Reg. (EU) 965/2012: AMC2 CAT.OP.MPA.181.AMC 20-6 APPENDIX 4 (4)(b)	☐	☐	☐	☒	☐	☐	Not implemented.Reg. (EU) 965/2012 uses ETOPS, which only applies to two-engine	Revision with RMT.0392 (Regular update of the air ops rules).

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									aircraft.	
1.37	***EDTO significant system.*** An aeroplane system whose failure or degradation could adversely affect the safety particular to an EDTO flight, or whose continued functioning is specifically important to the safe flight and landing of an aeroplane during an EDTO diversion.	AMC 20-26: ETOPS (4) Terminology (i).AMC 20-6 Section 4 (d)	☐	☐	☐	☒	☐	☐	Not implemented Reg. (EU) 965/2012 uses ETOPS, which only applies to two-engine aircraft.	Revision with RMT.0392 (Regular update of the air ops rules).
1.38	***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.	Reg. (EU) 965/2012: Annex I def. (44a)	☒	☐	☐	☐	☐	☐		
1.39	***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.	Reg. (EU) 965/2012: CAT.IDE.A.280;AMC2 CAT.IDE.A.280(a)	☒	☐	☐	☐	☐	☐		

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	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.									
1.40	***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).	Reg.(EU) 748/2012:Annex I (Part 21):21.B.80; CS-Definitions	☒	☐	☐	☐	☐	☐		
1.41	***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).*	Reg. (EU) 965/2012: Annex I definition (47)	☒	☐	☐	☐	☐	☐		

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1.42	***Extended diversion time operations (EDTO).*** Any operation by an aeroplane with two or more turbine engines where the diversion time to an en-route alternate aerodrome is greater than the threshold time established by the State of the Operator.		☐	☐	☐	☒	☐	☐	Not implemented.Reg.(EU) 965/2012 uses ETOPS, which only applies to two-engine aircraft.	Revision with RMT.0392 (Regular update of the air ops rules).
1.43	***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 perform safety-related operational duties.	Reg. (EU) 965/2012: ORO.FTL	☒	☐	☐	☐	☐	☐		Definition not transposed but used with the same meaning. Human fatigue in the context of safety is commonly understood as the safety

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										implications of tiredness.
1.44	***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.	Reg. (EU) 965/2012: ORO.FTL.120	☒	☐	☐	☐	☐	☐		
1.45	***Final approach segment (FAS).*** That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.	Reg. (EU) 965/2012:Annex I definition 48 b;	☒	☐	☐	☐	☐	☐		
1.46	***Flight crew member.*** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.	Reg. (EU) 965/2012: Annex I, def. (48a).Reg. (EU) 923/2012 (SERA): Article 2 def. (74)	☒	☐	☐	☐	☐	☐		

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1.47	***Flight data analysis.*** A process of analysing recorded flight data in order to improve the safety of flight operations.	Reg. (EU) 965/2012: Annex I def. (49)	☒	☐	☐	☐	☐	☐		The term "flight data monitoring" is defined and used instead.
1.48	***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.	Reg. (EU) 965/2012: ORO.FTL.105 Definitions (12)	☒	☐	☐	☐	☐	☐		
1.49	***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.	Reg.(EU) 2018/1139:Annex V, pt. 1.2, 4.1.Reg.(EU) 748/2012:Annex I (part 21):21.A.174. Reg.(EU) 965/2012: GM1 CAT.GEN.M	☒	☐	☐	☐	☐	☐		

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		PA.180(a)(1)								
1.50	***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.	Reg. (EU) 965/2012: Annex I, definition (49a)	☒	☐	☐	☐	☐	☐		
1.51	***Flight plan.*** Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.	Reg. (EU) 965/2012: CAT.OP.MPA.100.Reg. (EU) 923/2012: Art. 2.	☒	☐	☐	☐	☐	☐		The term 'ATS flight plan' is used in Reg.(EU) 965/2012.
1.52	***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.	Reg.(EU) 965/2012:Annex I, Def. (49c);Reg. (EU) 996/2010: Article 2 (6)	☒	☐	☐	☐	☐	☐		

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			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
1.53	***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.	Reg. (EU) 965/2012: ORO.GEN.110;AMC1 ORO.GEN.200(a)(5);ORO.MLR.100. Reg. (EU) 1321/2014: CAMO.A.300	☐	☐	☒	☐	☐	☐	Term not used, but suite of documents is required and their interrelation ensured through the appropriate provisions.	
1.54	***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	Reg. (EU) 2018/1139: Article 3 definition (15).Reg. (EU) 965/2012: Annex I def. (50). Reg. (EU) 1178/2011: FCL.010, Article 2 (20)	☒	☐	☐	☐	☐	☐		

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	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.									
1.55	***Flight time — aeroplanes.*** The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight. *Note.— Flight time as here defined is synonymous with the term "block to block" time or "chock to chock" time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.*	Reg.(EU) 965/2012: ORO.FTL.105, Definitions (13) and Annex I Definitions (50a)	☒	☐	☐	☐	☐	☐		
1.56	***General aviation operation.*** An aircraft operation other than a commercial air transport operation or an aerial work operation.	R. (EU) 965/2012:Art. 2, pt. (1d); GM1 Article 2(1)(d)	☒	☐	☐	☐	☐	☐		Term not used in Reg. (EU) 965/2012. The operation types distinguish

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				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
											commercial operations (CAT and SPO) and non-commercial operations, of the latter NCC and NCO, depending on aircraft complexity. The concept of General Aviation operations as described by ICAO is transposed into

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										Part-NCC and Part-NCO of Reg. (EU) No 965/2012. The EU regulation provides a definition of commercial operation.
1.57	***Ground handling.*** Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services.	Reg. (EU) 2018/1139: Art. 3 definition (23).Council Directive 96/67/EC: Art 2 (e)	☒	☐	☐	☐	☐	☐		

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1.58	***Head-up display (HUD).*** A display system that presents flight information into the pilot's forward external field of view.	Reg. (EU) 965/2012: Annex I def. (55)	☒	☐	☐	☐	☐	☐		
1.59	***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.	Reg. (EU) 1321/2014: 145.A.30(e). CAMO.A.305(g) and CAMO.A.315(e) Reg. (EU) 965/2012:GM1 ORO.MLR.100(k).	☒	☐	☐	☐	☐	☐		
1.60	***Human performance.*** Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.	Reg. (EU) 965/2012:ORO.FC.115&215, ORO.CC.215;GM1 ORO.MLR.100 (k)	☒	☐	☐	☐	☐	☐		Term not defined in Reg. (EU) 965/2012, but used with the same meaning

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										.
1.61	***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.*	Reg. (EU) 965/12 Annex I definition 69d.	☒	☐	☐	☐	☐	☐		
1.62	***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	Reg. (EU) 965/12 Annex I definition 69e.	☒	☐	☐	☐	☐	☐		

	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.									

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	Note.— Refer to 4.2.8.3 for instrument approach operation types.									
1.63	***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.	R. (EU) 923/2012 (SERA): Art. 2, def. 91Reg. (EU) 965/2012: Annex V: SPA.SET-IMC	☒	☐	☐	☐	☐	☐		
1.64	***Isolated aerodrome.*** A destination aerodrome for which there is no destination alternate aerodrome suitable for a given aeroplane type.	Reg. (EU) 965/2012: CAT.OP.MPA.182, AMC2 CAT.OP.MPA.182 pt. (c), AMC7 CAT.OP.MPA.182, CAT.OP.MPA.185.	☒	☐	☐	☐	☐	☐		

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1.65	***Landing distance available (LDA).*** The length of runway which is declared available and suitable for the ground run of an aeroplane landing.	Reg. (EU) 965/2012: Annex I def. (71)	☒	☐	☐	☐	☐	☐		
1.66	***Large aeroplane.*** An aeroplane of a maximum certificated take-off mass of over 5 700 kg.	R.(EC) 216/2008:Article 3 def.(j).Reg. (EU) 2018/1139:Art. 140. Regulation (EU) 748/2012: 21.B.70CS - Definitions 'Large aeroplane'	☐	☐	☒	☐	☐	☐	Reg. (EC) No 216/2008 uses the term ‘complex motor-powered aircraft’.The Air Ops provisions are more detailed on the application to specific aeroplane categories/ types. The reference to R. (EU) 2018/1139 indicates the article	

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									containing the transition period(s) from the old BR to the new BR.	
1.67	***Low-visibility operations (LVO).*** Approach operations in RVRs less than 550 m and/or with a DH less than 60 m (200 ft) or take-off operations in RVRs less than 400 m.	Reg. (EU) 965/2012: Annex I Definitions (74) and (75)	☒	☐	☐	☐	☐	☐		
1.68	***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.	Reg. (EU) 1321/2014: Article 2 def. (h) and (j)	☒	☐	☐	☐	☐	☐		
1.69	***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.	Reg. (EU) 1321/2014: M.A.302 Appendix I to AMC	☒	☐	☐	☐	☐	☐		M.A.302 details the elements that

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		M.A.302 and AMC M.B.301(b) — Content of the maintenance programme								should be included in the maintenance programme.
1.70	***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.	Reg. (EU) 1321/2014: 145.A.50, M.A.801, M.A.802	☒	☐	☐	☐	☐	☐		The EU rules use the term "certificate of release to service"
1.71	***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.	Reg.(EU) 748/2012:Annex I (Part 21):21.A.101; 21.B.80;CS MMEL.110	☒	☐	☐	☐	☐	☐		

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1.72	***Maximum diversion time.*** Maximum allowable range, expressed in time, from a point on a route to an en-route alternate aerodrome.	Reg. (EU) 965/2012: CAT.OP.MPA.182, SPA.ETOPS.110	☒	☐	☐	☐	☐	☐		Term not defined but used with the same meaning in Reg.(EU) 965/2012
1.73	***Maximum mass.*** Maximum certificated take-off mass.	Reg. (EU) 2018/1139: Article 2.Reg. (EU) 965/2012:GM 2 to Annex I Definitions	☒	☐	☐	☐	☐	☐		The EU rules use the term 'maximum certified take-off mass' (MCTOM).
1.74	***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.	Reg. (EU) 965/2012. Annex I def. (78c); GM35 Definitions.	☒	☐	☐	☐	☐	☐		

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	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".*									
1.75	***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.	Reg. (EU) 965/2012: GM1 ORO.MLR.105(a)	☒	☐	☐	☐	☐	☐		
1.76	***Modification.*** A change to the type design of an aircraft, engine or propeller.	Reg. (EU) 1321/2014:M.A.304R.(EU)	☒	☐	☐	☐	☐	☐		Term not defined

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	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).*	748/2012:Subpart D								but used with the same meaning.
1.77	***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*	Reg. (EU) 965/2012:SPA.PBN.105; GM1 SPA.PBN.100	☒	☐	☐	☐	☐	☐		

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	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.									
1.78	***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.*	Reg. (EU) 965/2012: Annex I def. (79)	☒	☐	☐	☐	☐	☐		
1.79	***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*	Reg. (EU) 965/2012:Annex 1, definition 85a	☒	☐	☐	☐	☐	☐		

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	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".*									
1.80	***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.	Reg. (EU) 965/2012: Annex I def. (91)	☒	☐	☐	☐	☐	☐		
1.81	***Operational credit.*** A credit authorized for operations with an advanced aircraft enabling a lower aerodrome operating minimum than would normally be authorized for a basic aircraft, based upon the performance of advanced aircraft systems utilizing the available external infrastructure.	Reg. (EU) 965/12 Annex I, definition 91a.	☒	☐	☐	☐	☐	☐		
1.82	***Operational flight plan.*** The operator's plan for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned.	Reg. (EU) 965/2012: ORO.MLR.100; AMC3 ORO.MLR.100 (8.1.10); CAT.OP.MP	☒	☐	☐	☐	☐	☐		Term not defined but used with the same meaning

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		A.175(a)								.
1.83	***Operations manual.*** A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.	Reg. (EU) 2018/1139: Annex V: pt. 8.2.Reg. (EU) 965/2012: ORO.MLR.100	☒	☐	☐	☐	☐	☐		Term not defined but used with the same meaning.
1.84	***Operations specifications.*** The authorizations including specific approvals, conditions and limitations associated with the air operator certificate and subject to the conditions in the operations manual.	Reg. (EU) 965/2012: ARO.OPS.100;Appendix II to Part-ARO; ORO.AOC.105	☒	☐	☐	☐	☐	☐		Term not defined but used with the same meaning.
1.85	***Operator.*** The person, organization or enterprise engaged in or offering to engage in an aircraft operation.	Reg. (EU) 2018/1139: Art. 3 Definitions (13)	☒	☐	☐	☐	☐	☐		The term defined is 'aircraft operator'
1.86	***Operator's maintenance control manual.*** A document which describes the operator's procedures necessary	Reg. (EU) 1321/2014:	☒	☐	☐	☐	☐	☐		The term

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	to ensure that all scheduled and unscheduled maintenance is performed on the operator's aircraft on time and in a controlled and satisfactory manner.	CAMO.A.300								used in the EU regulation is "Continuing airworthiness management exposition".
1.87	***Performance-based aerodrome operating minimum (PBAOM).*** A lower aerodrome operating minimum, for a given take-off, approach or landing operation, than is available when using a basic aircraft. *Note 1.— The PBAOM is derived by considering the combined capabilities of the aircraft and available ground facilities. Additional guidance material on PBAOM may be found in the* Manual of All-Weather Operations *(Doc 9365).* *Note 2. — PBAOM may be based on operational credits.* *Note 3.— PBAOM are not limited to PBN operations.*	Reg. (EU) 965/12 Annex I, definition 91a	☒	☐	☐	☐	☐	☐		The EU rules use the term "operational credit"instead of PBAOM in Reg (EU) 965/2012. For example SA CAT I, SA CAT II, EFVS

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										AR, EFVS L with advanced aircraft
1.88	***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.*	Reg. (EU) 965/2012: CAT.IDE.A.345; AMC1 CAT.IDE.A.345(a)	☒	☐	☐	☐	☐	☐		The definition is not transposed but the term used with the same meaning
1.89	***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.*	Reg. (EU) 965/2012: Art. 2 Definitions (5)	☒	☐	☐	☐	☐	☐		

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1.90	***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.*	Reg. (EU) 965/2012: CAT.IDE.A.345; AMC1 CAT.IDE.A.345(a)	☒	☐	☐	☐	☐	☐		The definition is not transposed but the term used with the same meaning.
1.91	***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.	Reg. (EU) 965/2012: Annex I def. (96)	☒	☐	☐	☐	☐	☐		
1.92	***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.	Reg. (EU) 965/2012, CAT.OP.MPA.182, AMC7 CAT.OP.MPA.182, CAT.OP.MPA.246	☒	☐	☐	☐	☐	☐		The definition is not transposed but the term used with the same meaning.

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			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
1.93	***Pressure-altitude.*** An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.* ---------- * As defined in Annex 8.	Reg. (EU) 923/2012 (SERA): Article 2 def. (101)	☒	☐	☐	☐	☐	☐		
1.94	***Psychoactive substances.*** Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.	Reg. (EU) 965/2012: Annex I def. (98b)R.(EU) 923/2012 (SERA): Article 2 def. (104)	☒	☐	☐	☐	☐	☐		
1.95	***Repair.*** The restoration of an aircraft, engine, propeller or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements, after it has been damaged or subjected to wear.	Reg. (EU) 748/2012: SUBPART M, 21.A.431A(c) ;Reg. (EU) 1321/2014:M.A.304	☒	☐	☐	☐	☐	☐		
1.96	***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.	Reg. (EU) 965/2012: CAT.IDE.A.345;	☒	☐	☐	☐	☐	☐		The definition is not transposed but

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		AMC1 CAT.IDE.A.345(a)								the term used with the same meaning.
1.97	***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.	Reg. (EU) 965/2012: CAT.IDE.A.345; AMC1 CAT.IDE.A.345(a)	☒	☐	☐	☐	☐	☐		The definition is not transposed but the term used with the same meaning.
1.98	***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.	Reg. (EU) 965/2012: ORO.FTL.105 def. (21)	☒	☐	☐	☐	☐	☐		
1.99	***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.	Reg. (EU) 965/2012: Annex I def. (104)	☒	☐	☐	☐	☐	☐		

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1.100	***Safe forced landing.*** Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.	Reg. (EU) 965/2012: Annex I def. (105)	☒	☐	☐	☐	☐	☐		
1.101	***Safety management system (SMS).*** A systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.	Reg. (EU) 376/2014: Art. 2 (18).R. (EU) 965/2012:ORO.GEN.200	☒	☐	☐	☐	☐	☐		Term not defined but used with the same meaning. The EU regulatory system uses the term 'management system', which integrates SMS elements

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										.
1.102	***Small aeroplane.*** An aeroplane of a maximum certificated take-off mass of 5 700 kg or less.	R.(EC) 216/2008: Art. 3 def. (j).Reg. (EU) 2018/1139:Art. 140	☒	☐	☐	☐	☐	☐		The terms used in the EU regulations are 'complex' and 'other-than-complex' motor-powered aircraft. The Air Ops provisions are more detailed on the application to specific aeroplane categories/types. The

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										reference to R.(EU) 2018/1139 indicates the article containing the transition period(s) from the old Basic Reg. to the new Basic Regulation.
1.103	***Specific approval.*** An approval which is documented in the operations specifications for commercial air transport operations or in the list of specific approvals for general aviation operations. *Note.— The terms authorization, specific approval, approval and acceptance are further described in Attachment B.*	R.(EU) 965/2012: ARO.OPS.200; ARO.OPS.240; Annex V (Part-SPA)	☒	☐	☐	☐	☐	☐		Term not defined but used with the same meaning in the EU

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										rules.
1.104	***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)*.	This is outside the competence of the EU.	☒	☐	☐	☐	☐	☐		The term is not defined but is used with the same meaning through out the EU regulations.No definition since the rules mentioning aircraft registration are specific enough.
1.105	***State of the Aerodrome.*** The State in whose territory the aerodrome is located.	Reg. (EU) 2018/1139:	☒	☐	☐	☐	☐	☐		The term is not

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		Art. 62 point 4.								defined but is used with the same meaning. Regulation (EU) 2018/1139 states 'Member State where the aerodrome is located'.
1.106	***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.	Reg. (EU) 965/2012: ORO.GEN.105.Annex I, Def. (97) (principal place of business)	☒	☐	☐	☐	☐	☐		The term is not defined but is used with the same meaning.

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			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
1.107	***Synthetic vision system (SVS).*** A system to display data-derived synthetic images of the external scene from the perspective of the flight deck.	GM31 to Annex I Definitions to Reg. (EU) 965/12; and CS AWO .A.SVGS.101	☒	☐	☐	☐	☐	☐		
1.108	***Target level of safety (TLS).*** A generic term representing the level of risk which is considered acceptable in particular circumstances.	Reg. (EU) 965/2012: SPA.PBN (GM1 SPA.PBN.105(c))	☒	☐	☐	☐	☐	☐		
1.109	***Threshold time.*** The range, expressed in time, established by the State of the Operator, to an en-route alternate aerodrome, whereby any time beyond requires a specific approval for EDTO from the State of the Operator.	Reg. (EU) 965/2012: SPA.ETOPS.100.	☐	☐	☐	☒	☐	☐	Partially implemented. SPA.ETOPS.100 uses the term 'Threshold distance'. Implemented only for 2 engine-aeroplanes, but not for 3 or 4-engine	RMT.0392 will address EDTO.

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									aeroplanes.	
1.110	***Total vertical error (TVE).*** The vertical geometric difference between the actual pressure altitude flown by an aircraft and its assigned pressure altitude (flight level).	Reg. (EU) 965/2012: SPA.RVSM.115	☒	☐	☐	☐	☐	☐		
1.111	***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.	Reg. (EU) 923/2012 (SERA): Article 2 def. (142)	☒	☐	☐	☐	☐	☐		
1.112	***Wet runway.*** The runway surface is covered by any visible dampness or water up to and including 3 mm deep within the intended area of use. _____	Reg. (EU) 965/2012: Annex I def. (128)	☒	☐	☐	☐	☐	☐		

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2	CHAPTER 2. APPLICABILITY The Standards and Recommended Practices contained in Annex 6, Part I, shall be applicable to the operation of aeroplanes by operators authorized to conduct international commercial air transport operations. *Note 1.— Standards and Recommended Practices applicable to international general aviation operations with aeroplanes are to be found in Annex 6, Part II.* *Note 2.— Standards and Recommended Practices applicable to international commercial air transport operations or international general aviation operations with helicopters are to be found in Annex 6, Part III.* *Note 3.— Chapter 3, 3.5, is applicable on and after 8 November 2018.*	Reg. (EU) 965/2012: Article 5	☒	☐	☐	☐	☐	☐		The EU regulations do not distinguish domestic operations from operations between Member States; they are all part of the internal market of aviation.
3.1.1	CHAPTER 3. GENERAL	Reg. (EU) 965/2012: ORO.GEN.11	☒	☐	☐	☐	☐	☐		

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			No	Yes							
				Level of implementation of SARPs				Significant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
	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.	0 pt. (g)								

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	Note 2.— In the case of international operations effected jointly with aeroplanes not all of which are registered in the same Contracting State, nothing in this Part prevents the States concerned entering into an agreement for the joint exercise of the functions placed upon the State of Registry by the provisions of the relevant Annexes. 3.1 Compliance with laws, regulations and procedures 3.1.1 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 operations are conducted.									
3.1.2	3.1.2 The operator shall ensure that all pilots are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. The operator shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane. *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*	Reg. (EU) 965/2012: ORO.GEN.110 pt. (e), (f), (g)	☒	☐	☐	☐	☐	☐		

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	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.									
3.1.3	3.1.3 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 aeroplanes registered in that State are not affected by this provision.*	Reg. (EU) 965/2012: ORO.GEN.110(c)AMC1 ORO.GEN.110(c)	☒	☐	☐	☐	☐	☐		
3.1.4	3.1.4 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* Preparation of an Operations Manual *(Doc 9376). The requirements for age, skill, knowledge and experience*	Reg. (EU) 965/2012: ORO.GEN.110(c); AMC1 ORO.GEN.110(c)	☐	☐	☒	☐	☐	☐	Other means of compliance.The EU rules require that the responsibility for operational control is solely with the commander/pilot-in-command.	Note: 'pilot-in-command' is transposed in Reg. (EU) 965/2012 for CAT operations as 'commander'.)

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	for licensed flight operations officers/flight dispatchers are contained in Annex 1.									
3.1.5	3.1.5 If an emergency situation which endangers the safety of the aeroplane or persons becomes known first to the flight operations officer/flight dispatcher, action by that person in accordance with 4.6.2 shall include, where necessary, notification to the appropriate authorities of the nature of the situation without delay, and requests for assistance if required.	Reg. (EU) 965/2012: ORO.GEN.110; ORO.GEN.160.Reg. (EU) 996/2010 amended by Reg. (EU) No 376/2014: Article 4 pt. 7, 8, 9	☒	☐	☐	☐	☐	☐		EU rules mention 'no later than 72 hours' or 'within 72 hours'
3.1.6	3.1.6 If an emergency situation which endangers the safety of the aeroplane or persons necessitates the taking of action which involves a violation of local regulations or procedures, the pilot-in-command shall notify the appropriate local authority without delay. If required by the State in which the incident occurs, the pilot-in-command shall submit a report on any such violation to the appropriate authority of such State; in that event, the pilot-in-command shall also submit a copy of it to the State of the Operator. Such reports shall be submitted as soon as possible and normally within ten days.	Reg. (EU) 2018/1139: Annex V: pt. 7.3.Reg. (EU) 965/2012: ORO.GEN.160Reg. (EU) 996/2010 amended by Reg. (EU) No 376/2014: Article 4 pt. 7, 8, 9	☒	☐	☐	☐	☐	☐		

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	Difference: Yes – Level of implementation of SARPs: B) Different in character or Other means of compliance	Difference: Yes – Level of implementation of SARPs: C) Less protective or partially implemented or not implemented	Difference: Yes – Significant Difference	Not Applicable	Details of Difference	Remarks
3.1.7	3.1.7 Operators shall ensure that pilots-in-command have available on board the aeroplane all the essential information concerning the search and rescue services in the area over which the aeroplane will be flown. *Note.— This information may be made available to the pilot by means of the operations manual or such other means as is considered appropriate.*	Reg. (EU) 965/2012: CAT.GEN.MPA.180 pt. (a)(14)	☒	☐	☐	☐	☐	☐		
3.1.8	3.1.8 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.	Reg. (EU) 1178/2011: FCL.055.Reg. (EU) 965/2012: ORO.FC.100	☒	☐	☐	☐	☐	☐		
3.2.1	3.2 Compliance by a foreign operator with laws, regulations and procedures of a State 3.2.1 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.	Reg. (EU) 965/2012: ARO.RAMP. 135 (a)(2); ARO.RAMP. 140. Reg. (EU) 452/2014 (TCO): ART.230	☒	☐	☐	☐	☐	☐		

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3.2.2	3.2.2 In the case of notification to States as specified in 3.2.1, 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 3.2.2, 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.*	Reg. (EU) 965/2012: ARO.RAMP. 135 (a)(2).Reg. (EU) 452/2014 (TCO): ART.230	☒	☐	☐	☐	☐	☐		
3.3.1	3.3 Safety management *Note.— Annex 19 includes safety management provisions for air operators. Further guidance is contained in the* Safety Management Manual *(Doc 9859).* 3.3.1 **Recommendation.—** *The operator of an aeroplane of a certificated take-off mass in excess of 20 000 kg should establish and maintain a flight data*	Reg. (EU) 965/2012: ORO.AOC.130	☐	☐	☐	☒	☐	☐		Less protective. Only required for aeroplanes above 27000

	analysis programme as part of its safety management system.									kg.
3.3.2	3.3.2 The operator of an aeroplane of a maximum certificated take-off mass in excess of 27 000 kg shall 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.*	Reg. (EU) 965/2012: ORO.AOC.130	☒	☐	☐	☐	☐	☐		
3.3.3	3.3.3 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.— Guidance on the establishment of flight data analysis programmes is included in the* Manual on Flight Data Analysis Programmes (FDAP) *(Doc 10000).*	Reg. (EU) 965/2012: ORO.AOC.130	☐	☒	☐	☐	☐	☐	The European rule requires in addition that the FDM programme is non-punitive, regardless of the date.	
3.3.4	3.3.4 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	Reg. (EU) 965/2012: CAT.GEN.M	☒	☐	☐	☐	☐	☐		

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	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 7 of Appendix 8. *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.*	PA.195;AMC 1 CAT.GEN.MPA.195(f)(1)								
3.3.5	3.3.5 States shall not allow the use of recordings or transcripts of FDR, ADRS as well as Class B and Class C AIR and 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:	Reg. (EU) 965/2012: CAT.GEN.MPA.195 (f)	☒	☐	☐	☐	☐	☐		

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	a) used by the operator for airworthiness or maintenance purposes; b) used by the operator in the operation of a flight data analysis programme required in 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.*									
3.3.6	3.3.6 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.— Guidance on the development and organization of a flight safety documents system is provided in Attachment D.*	Reg. (EU) 965/2012: ORO.GEN.200 (a)(5); ORO.MLR.100; AMC1 ORO.MLR.100;AMC1 ORO.GEN.200(a)(5)	☒	☐	☐	☐	☐	☐		
3.4	3.4 Use of psychoactive substances	CAT.GEN.MPA.100	☒	☐	☐	☐	☐	☐		

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	Note.— Provisions concerning the use of psychoactive substances are contained in Annex 1, 1.2.7 and Annex 2, 2.5.	Reg.(EU) 965/2012 SERA.2020 Reg. (EU) 923/2012								
3.5.1	3.5 Aircraft tracking 3.5.1 The operator shall establish an aircraft tracking capability to track aeroplanes throughout its area of operations. *Note.— Guidance on aircraft tracking capabilities is contained in the* Aircraft Tracking Implementation Guidelines *(Cir 347).*	Reg. (EU) 965/2012: CAT.GEN.MPA.205	☐	☐	☐	☒	☐	☐	Partially implemented.The scope of CAT.GEN.MPA.205 is restricted to some categories of large aeroplanes.	Requiring an aircraft tracking capability also for lighter aeroplanes was considered not proportionate with regards to the cost and the expected safety benefit.
3.5.2	3.5.2 **Recommendation.**— *The operator should track the position of an aeroplane through*	Reg. (EU) 965/2012:	☐	☐	☐	☒	☐	☐		Partially impleme

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference					Not Applicable	Details of Difference	Remarks
			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	automated reporting at least every 15 minutes for the portion(s) of the in-flight operation(s) under the following conditions: *a) the aeroplane has a maximum certificated take-off mass of over 27 000 kg and a seating capacity greater than 19; and* *b) where an ATS unit obtains aeroplane position information at greater than 15 minute intervals.* *Note.— See Annex 11, Chapter 2, for coordination between the operator and air traffic services providers regarding position report messages.*	ORO.GEN.110 and CAT.GEN.MPA.205								nted.CAT.GEN.MPA.205 is only applicable to aeroplanes which are equipped with a capability to provide a position additional to the secondary surveillance radar transponder or which were first issued with an individu

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										al CofA on or after 16 December 2018. Requiring equipment retrofit for the purpose of aircraft tracking was considered not proportionate.
3.5.3	3.5.3 The operator shall track the position of an aeroplane through automated reporting at least every 15 minutes for the portion(s) of the in-flight operation(s) that is planned in an oceanic area(s) under the following conditions: a) the aeroplane has a maximum certificated take-off mass of over 45 500 kg and a seating capacity greater than 19; and	Reg. (EU) 965/2012: CAT.GEN.MPA.205	☐	☐	☒	☐	☐	☐	Other means of compliance. CAT.GEN.MPA.205 only applies to aeroplanes which are	Requiring equipment retrofit for the purpose of aircraft tracking

—	European Union Aviation Safety Agency-Annex 6 Amendment 48	State Reference	Difference							
Annex Reference & SARP Identifier	OPERATION OF AIRCRAFT - PART I INTERNATIONAL COMMERICIAL AIR TRANSPORT - AEROPLANES		No	Yes				Not Applicable	Details of Difference	Remarks
				Level of implementation of SARPs			Siginificant Difference			
	Annex Standard or Recommended Practice			A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	b) where an ATS unit obtains aeroplane position information at greater than 15 minute intervals. *Note 1.— Oceanic area, for the purpose of aircraft tracking, is the airspace which overlies waters outside the territory of a State.* *Note 2.— See Annex 11, Chapter 2, for coordination between the operator and air traffic services providers regarding position report messages.* *Note 3.— Operational procedures for monitoring the aircraft tracking information are contained in PANS-OPS, Volume III, Section 10.*								equipped with a capability to provide a position additional to the secondary surveillance radar transponder or which were first issued with an individual CofA on or after 16 December 2018.	was considered not proportionate. On the other hand, it was considered that tracking should be performed by the operator all along the flight in order to facilitate the reconstruction of the flight track for search and

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										rescue and investigation, not only in those areas where an ATS unit obtains aeroplane position information at greater than 15-minute intervals.
3.5.4	3.5.4 Notwithstanding the provisions in 3.5.2 and 3.5.3, the State of the Operator may, based on the results of an approved risk assessment process implemented by the operator, allow for variations to automated reporting intervals. The process shall demonstrate how risks to the operation, resulting from such variations, can be managed and shall include at least the following:	Reg. (EU) 965/2012: AMC1 CAT.GEN.MPA.205 and AMC2 CAT.GEN.MPA.205	☐	☐	☒	☐	☐	☐	Other means of compliance. Cases for an alleviation and flexibility are	If an operator would like to get a special alleviation not foreseen

	a) capability of the operator's operational control systems and processes, including those for contacting ATS units; b) overall capability of the aeroplane and its systems; c) available means to determine the position of, and communicate with, the aeroplane; d) frequency and duration of gaps in automated reporting; e) human factors consequences resulting from changes to flight crew procedures; and f) specific mitigation measures and contingency procedures. *Note.— Guidance on development, implementation and approval of the risk assessment process, which allows for variations to the need for automatic reporting and the required interval, including variation examples, is contained in the* Aircraft Tracking Implementation Guidelines *(Cir 347).*									provided in AMC1 CAT.GEN.MPA.205, which can be used by all operators without having to provide a risk assessment.	by the AMC to CAT.GEN.MPA.205, then they will have to submit an alternative means of compliance.
3.5.5	3.5.5 The operator shall establish procedures, approved by the State of the Operator, for the retention of aircraft tracking data to assist SAR in determining the last known position of the aircraft.	Reg. (EU) 965/2012: AMC1 CAT.GEN.MPA.205	☒	☐	☐	☐	☐	☐		

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	Note.— Refer to 4.2.1.3.1 for operator responsibilities when using third parties for the conduct of aircraft tracking under 3.5.									
4.1.1	CHAPTER 4. FLIGHT OPERATIONS 4.1 Operating CONSIDERATIONS AND facilities 4.1.1 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 aeroplane 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.*	R.(EU) 2018/1139:Annex V pt. 2.a.Reg. (EU) 965/2012: ORO.AOC.140, CAT.OP.MPA.135 (a)(1), CAT.OP.MPA.175	☒	☐	☐	☐	☐	☐		

—	European Union Aviation Safety Agency-Annex 6 Amendment 48	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	OPERATION OF AIRCRAFT - PART I INTERNATIONAL COMMERICIAL AIR TRANSPORT - AEROPLANES		No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
	Annex Standard or Recommended Practice			A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
4.1.2	4.1.2 The operator shall ensure that a flight will not commence or continue as planned unless it has been ascertained by every reasonable means available that the airspace containing the intended route from aerodrome of departure to aerodrome of arrival, including the intended take-off, destination and en-route alternate aerodromes, can be safely used for the planned operation. When intending to operate over or near conflict zones, a risk assessment shall be conducted and appropriate risk mitigation measures taken to ensure a safe flight. *Note 1.— "Reasonable means" in this Standard is intended to denote the use, at the point of departure or while the aircraft is in flight, of information available to the operator either through official information published by the aeronautical information services or readily obtainable from other sources.* *Note 2.— Guidance on safety risk assessments is contained in the* Safety Management Manual *(Doc 9859).* *Note 3.— The* Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones *(Doc 10084) contains further guidance on risk assessment for air operators when flying over or near conflict zones.*	Reg. (EU) 965/2012:ORO.GEN.200 (a)(3). CAT.OP.MPA.135 Reg. (EU) 2018/1139: Article 88 pt. 3(b)	☐	☐	☐	☒	☐	☐	Partially implemented. The implementing rule addresses the safety risk assessment without being so specific.	Guidelines on the specific risk assessment for conflict zones will be added in an AMC or GM through rulemaking action (EASA RMT.0392)
4.1.3	4.1.3 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.	ORO.GEN.160 (b) Reg.(EU) 965/2012 AMC1 ORO.	☒	☐	☐	☐	☐	☐		

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		GEN.160 (a)								
4.1.4	4.1.4 Subject to their published conditions of use, aerodromes and their facilities shall be kept continuously available for flight operations during their published hours of operations, irrespective of weather conditions.	Not within the scope of the EU rules.	☐	☐	☐	☐	☐	☒	Member State national rules.	Information published in the AIP
4.1.5	4.1.5 The operator shall, as part of its safety management system, assess the level of rescue and fire fighting service (RFFS) protection available at any aerodrome intended to be specified in the operational flight plan in order to ensure that an acceptable level of protection is available for the aeroplane intended to be used. *Note.— Annex 19 includes safety management provisions for air operators. Further guidance is contained in the* Safety Management Manual *(Doc 9859).*	Reg. (EU) 965/2012:ORO.GEN.200 pt. (a)(3);CAT.OP.MPA.105 pt. (a);CAT.OP.MPA.107;AMC1 CAT.OP.MPA.107. CAT.OP.MPA.175 (b)(6)	☒	☐	☐	☐	☐	☐		
4.1.6	4.1.6 Information related to the level of RFFS protection that is deemed acceptable by the operator shall be contained in the operations manual.	Reg. (EU) 965/2012: CAT.OP.MPA.107; AMC1	☒	☐	☐	☐	☐	☐		

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	Note 1.— Attachment F contains guidance on assessing an acceptable level of RFFS protection at aerodromes. *Note 2.— It is not intended that this guidance limit or regulate the operation of an aerodrome. The assessment performed by the operator does not in any way affect the RFFS requirements of Annex 14, Volume I, for aerodromes.*	CAT.OP.MPA.107								
4.2.1.1	4.2 Operational certification and supervision 4.2.1 The air operator certificate 4.2.1.1 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.	Reg. (EU) 965/2012: ORO.AOC.100 (a);Art. 5 pt. 1	☒	☐	☐	☐	☐	☐		
4.2.1.2	4.2.1.2 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 4.2.1.5 and 4.2.1.6.*	Reg. (EU) 965/2012: ORO.AOC.105;ARO.OPS.100.Appendices I and II to Part-ARO	☒	☐	☐	☐	☐	☐		
4.2.1.3	4.2.1.3 The issue of an air operator certificate by the State of the Operator shall be dependent upon the	Reg. (EU) 965/2012:	☒	☐	☐	☐	☐	☐		

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	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 B contains guidance on the issue of an air operator certificate.*	ARO.OPS.100, ORO.GEN.110, ORO.AOC.100								
4.2.1.3.1	4.2.1.3.1 The operator shall develop policies and procedures for third parties that perform work on its behalf.	Reg. (EU) 965/2012: ORO.GEN.205	☐	☐	☒	☐	☐	☐	Other means of compliance.The operator remains responsible that the contracted services comply with the applicable requirements and that the aviation safety hazards associated with contracted	

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									services or products are considered by the operator's management system. However, it is not specified that the operator shall develop policies and procedures for third parties.	
4.2.1.4	4.2.1.4 The continued validity of an air operator certificate shall depend upon the operator maintaining the requirements of 4.2.1.3 under the supervision of the State of the Operator.	Reg. (EU) 965/2012: ORO.GEN.135	☒	☐	☐	☐	☐	☐		
4.2.1.5	4.2.1.5 The air operator certificate shall contain at least the following information and shall follow the layout of Appendix 6, paragraph 2:	Reg. (EU) 965/2012:Appendix I to	☐	☐	☒	☐	☐	☐	Other means of complianc	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 48 OPERATION OF AIRCRAFT - PART I INTERNATIONAL COMMERICIAL AIR TRANSPORT - AEROPLANES Annex Standard or Recommended Practice	State Reference	Difference					Not Applicable	Details of Difference	Remarks
			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	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.	Part-ARO; ORO.AOC.100							e.The AOC has no expiration date. The AOC is issued for an unlimited duration, but its validity is confirmed as per compliance with ORO.GEN.135.Several other entries requiring prior approval by the CA have been added to the EU Operations Specifications.	

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4.2.1.6	4.2.1.6 The operations specifications associated with the air operator certificate shall contain at least the information listed in Appendix 6, paragraph 3, and shall follow the layout of Appendix 6, paragraph 3. *Note.— Attachment B, paragraph 3.2.2, contains additional information that may be listed in the operations specifications associated with the air operator certificate.*	Reg. (EU) 965/2012: Part-ARO Appendix II	☒	☐	☐	☐	☐	☐		
4.2.1.7	4.2.1.7 Air operator certificates and their associated operations specifications first issued from 20 November 2008 shall follow the layouts of Appendix 6, paragraphs 2 and 3.	Reg. (EU) 965/2012:Part-ARO: Appendices I & II	☐	☐	☒	☐	☐	☐	Other means of compliance.Several other entries requiring prior approval by the Competent Authority have been added to the EU Operations Specifications.The AOC has no validity	

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									date.	
4.2.1.8	4.2.1.8 The State of the Operator shall establish a system for both the certification and the continued surveillance of the operator in accordance with Appendix 5 to this Annex and Appendix 1 to Annex 19 to ensure that the required standards of operations established in 4.2 are maintained.	Reg. (EU) 965/2012: ARO.GEN.300;ARO.GEN.305.	☒	☐	☐	☐	☐	☐		
4.2.2.1	4.2.2 Surveillance of operations by a foreign operator 4.2.2.1 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.	Reg. (EU) 452/2014: PART-TCO: TCO.200 (a)(1)	☐	☒	☐	☐	☐	☐	The EU regulation also requires compliance with ICAO Annexes 1, 2, 8, and 18. Additionally, compliance with the mitigating measures accepted by EASA in accordance with	

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	Difference: Yes – Level of implementation of SARPs: B) Different in character or Other means of compliance	Difference: Yes – Level of implementation of SARPs: C) Less protective or partially implemented or not implemented	Difference: Yes – Siginificant Difference	Not Applicable	Details of Difference	Remarks
									ART.200(d); the relevant requirements of Part-TCO; and the applicable Union rules of the air.	
4.2.2.2	4.2.2.2 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.	Reg. (EU) 452/2014:PART-TCO, ART.100 and the entire Section II of Part-ART (Authorisation, Monitoring and Enforcement) .Reg. (EU) 965/2012: ARO.RAMP.005 and the entire Subpart ARO.RAMP	☒	☐	☐	☐	☐	☐		

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4.2.2.3	4.2.2.3 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).*	Reg. (EU) 452/2014:TCO.200	☒	☐	☐	☐	☐	☐		
4.2.3.1	4.2.3 Operations manual 4.2.3.1 The operator shall provide, for the use and guidance of operations personnel concerned, an operations manual in accordance with Appendix 2. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.	Reg. (EU) 965/2012: ORO.MLR.100 (a), (e), (f).Reg. (EU) 2018/1139:Annex V: pt. 8.2	☒	☐	☐	☐	☐	☐		
4.2.3.2	4.2.3.2 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.	Reg. (EU) 965/2012: ORO.MLR.100 (g), (i);AMC1 ARO.GEN.330 pt. (c);AMC1 ARO.GEN.310(a)	☒	☐	☐	☐	☐	☐		

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	Note 1.— Requirements for the organization and content of an operations manual are provided in Appendix 2. *Note 2.— Specific items in the operations manual require the approval of the State of the Operator in accordance with the Standards in 4.2.8, 6.1.3, 9.3.1, 12.4 and 13.4.1.*									
4.2.4.1	4.2.4 Operating instructions — general 4.2.4.1 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.	Reg. (EU) 965/2012: ORO.GEN.110 (e); ORO.AOC.135.Reg. (EU) 2018/1139:Annex V pt. 8.1.b	☒	☐	☐	☐	☐	☐		
4.2.4.2	4.2.4.2 An aeroplane shall not be taxied on the movement area of an aerodrome unless the person at the controls: a) has been duly authorized by the operator or a designated agent; b) is fully competent to taxi the aeroplane; c) is qualified to use the radiotelephone; and	Reg. (EU) 965/2012: CAT.GEN.MPA.125	☒	☐	☐	☐	☐	☐		

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	d) has received instruction from a competent person in respect of aerodrome layout, routes, signs, marking, lights, air traffic control (ATC) signals and instructions, phraseology and procedures, and is able to conform to the operational standards required for safe aeroplane movement at the aerodrome.									
4.2.4.3	4.2.4.3 **Recommendation.—** *The operator should issue operating instructions and provide information on aeroplane climb performance with all engines operating to enable the pilot-in-command to determine the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique. This information should be included in the operations manual.*	Reg. (EU) 965/2012: ORO.GEN.110 (i);AMC3 ORO.MLR.100 (a), OM-B ch. 4	☒	☐	☐	☐	☐	☐		
4.2.5	4.2.5 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.	Reg. (EU) 965/2012: CAT.OP.MPA.275.Reg. (EU) 2018/1139:Annex V pt. 8.12	☒	☐	☐	☐	☐	☐		
4.2.6	4.2.6 Checklists The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance	Reg. (EU) 965/2012: ORO.GEN.110 (h).Reg. (EU)	☒	☐	☐	☐	☐	☐		

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	with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles. *Note.— Guidance material on the application of Human Factors principles can be found in the* Human Factors Training Manual *(Doc 9683)*.	2018/1139:Annex V pt. 1.2 and 8.11								
4.2.7.1	4.2.7 Minimum flight altitudes 4.2.7.1 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.	Reg. (EU) 965/2012: CAT.OP.MPA.145 (a), (c)	☒	☐	☐	☐	☐	☐		
4.2.7.2	4.2.7.2 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.	Reg. (EU) 965/2012: CAT.OP.MPA.145	☒	☐	☐	☐	☐	☐		The method for establishing minimum flight altitudes shall be approved by the

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										competent authority.
4.2.7.3	4.2.7.3 **Recommendation.—** *The method for establishing the minimum flight altitudes should be approved by the State of the Operator.*	Reg. (EU) 965/2012: CAT.OP.MPA.145 (b)	☒	☐	☐	☐	☐	☐		
4.2.7.4	4.2.7.4 **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 aeroplane 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);*	Reg. (EU) 965/2012: CAT.OP.MPA.145;AMC1 CAT.OP.MPA.145(a);AMC1.1 CAT.OP.MPA.145(a)	☒	☐	☐	☐	☐	☐		

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	e) possible inaccuracies in aeronautical charts; and *f) airspace restrictions.*									
4.2.8.1	4.2.8 Aerodrome operating minima 4.2.8.1 The State of the Operator shall require that the operator establish aerodrome operating minima for each aerodrome 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 aerodromes 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 aerodrome operating minima.*	Reg. (EU) 965/2012: CAT.OP.MPA.110 (a), (d);	☒	☐	☐	☐	☐	☐		
4.2.8.1.1	4.2.8.1.1 The State of the Operator shall authorize operational credit(s) for operations with advanced aircraft. Where the operational credit relates to low visibility operations, the State of the Operator shall issue a specific approval. Such authorizations shall not affect the classification of the instrument approach procedure. *Note 1.— Operational credit includes:*	Reg. (EU) 965/2012:SPA.LVO.100; SPA.LVO.105; AMCs to SPA.LVO.100;AMCs to SPA.LVO.105.	☒	☐	☐	☐	☐	☐		

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	a) for the purposes of an approach ban (4.4.1.2) or dispatch considerations, a minimum below the aerodrome 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 and how to express the operational credit in the Operations Specifications is contained 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).*									
4.2.8.1.2	4.2.8.1.2 When issuing a specific approval for the operational credit, the State of the Operator shall ensure that the: a) aeroplane meets the appropriate airworthiness certification requirements; b) information necessary to support effective crew tasks for the operation is appropriately available to both pilots where the number of flight crew	Reg. (EU) 965/2012: SPA.LVO.105; SPA.LVO.120; AMC1 SPA.LVO.105(g);	☒	☐	☐	☐	☐	☐		Training programme: SPA.LVO.120; Safety assessment: AMC1 SPA.LV

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	members specified in the operations manual is more than one; c) operator has carried out a safety risk assessment of the operations supported by the equipment; d) operator has established and documented normal and abnormal procedures and MEL; e) operator has established a training programme for the flight crew members and relevant personnel involved in the flight preparation; f) operator has established a system for data collection, evaluation and trend monitoring for low visibility operations for which there is an operational credit; and g) operator has instituted appropriate procedures in respect of continuing airworthiness (maintenance and repair) practices and programmes. *Note 1.— Guidance on safety risk assessments is contained in the* Safety Management Manual *(Doc 9859).* *Note 2.— Guidance on operational approvals is contained in the* Manual Of All-Weather Operations *(Doc 9365).*									O.105(g);
4.2.8.1.3	4.2.8.1.3 For operations with operational credit with minima above those related to low visibility operations,	Reg. (EU) 965/2012:	☒	☐	☐	☐	☐	☐		Reflected in the

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	the State of the Operator shall establish criteria for the safe operation of the aeroplane. *Note.— Guidance on operational credit for operations with minima above those related to low visibility operations is contained in the* Manual of All-Weather Operations *(Doc 9365).*	SPA.LVO.100 (c), CAT.OP.MPA.312 SPO.OP.235								965/12 as EFVS200
4.2.8.2	4.2.8.2 The State of the Operator shall require that in establishing the aerodrome operating minima which will apply to any particular operation, the operator shall take full account of: a) the type, performance and handling characteristics of the aeroplane and any conditions or limitations stated in the flight manual; b) the composition of the flight crew, their competence and experience; c) the dimensions and characteristics of the runways which may be selected for use; d) the adequacy and performance of the available visual and non-visual ground aids; e) the equipment available on the aeroplane for the purpose of navigation, acquisition of visual references and/or control of the flight path during the approach, landing and the missed approach;	Reg. (EU) 965/2012: CAT.OP.MPA.110 pt. (a), (b);	☒	☐	☐	☐	☐	☐		

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	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; h) the obstacles in the climb-out areas and necessary clearance margins; i) the conditions prescribed in the operations specifications; and j) any minima that may be promulgated by the State of the Aerodrome. *Note.— Guidance on the establishment of aerodrome operating minima is contained in the* Manual of All-Weather Operations *(Doc 9365).*									
4.2.8.3	4.2.8.3 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	Reg. (EU) 965/2012: Annex I Definitions 120d and 120e; SPA.LVO.100;	☒	☐	☐	☐	☐	☐		

	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; and 3) Category III (CAT III): a decision height lower than 30 m (100 ft) or no decision height and a runway visual range less than 300 m or no runway visual range limitations. *Note 1.— Where decision height (DH) and runway visual range (RVR) fall into different categories of operation, the instrument approach operation would be conducted in accordance with the requirements of the most demanding category (e.g. an operation with a DH in the range of CAT III but with an RVR in the range of CAT III would be considered a CAT III operation or an operation with a DH in the range of CAT II but with an RVR in the range of CAT I would be considered a CAT II operation). This does not apply if the RVR and/or DH has been approved as operational credits.*									

	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).*									
4.2.8.4	4.2.8.4 The State of the Operator shall issue a specific approval for instrument approach operations in low visibility which shall only be conducted when RVR information is provided. *Note.— Guidance on low visibility operations is contained in the* Manual of All-Weather Operations *(Doc 9365).*	Reg. (EU) 965/2012: SPA.LVO.100 (a) and AMC & GM to SPA.LVO.100	☒	☐	☐	☐	☐	☐		
4.2.8.5	4.2.8.5 For take-off in low visibility, the State of the Operator shall issue a specific approval for the minimum take-off RVR. *Note.— In general, visibility for take-off is defined in terms of RVR. An equivalent horizontal visibility may also be used.*	Reg. (EU) 965/2012: SPA.LVO.100 (a); AMC1 SPA.LVO.100	☒	☐	☐	☐	☐	☐		

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			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
4.2.8.6	4.2.8.6 **Recommendation.—** *For instrument approach operations, aerodrome operating minima below 800 m visibility should not be authorized unless RVR information is provided.*	Reg. (EU) 965/2012: SPA.LVO.100(b); AMC1 SPA.LVO.100(b); AMC2 SPA.LVO.100(b); AMC3 SPA.LVO.100(b).	☒	☐	☐	☐	☐	☐		For further information, check Regulation (EU) 965/2012 Annex I Definitions (120d) and (120e).
4.2.8.7	4.2.8.7 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.*	Reg. (EU) 965/2012:CAT.OP.MPA.110; AMC3 CAT.OP.MPA.110.(b); AMC4 CAT.OP.MPA.110. (b);	☒	☐	☐	☐	☐	☐		
4.2.8.8	4.2.8.8 The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing	Reg. (EU) 965/2012:For ILS CAT I: CAT.OP.MP	☒	☐	☐	☐	☐	☐		The same level of safety is

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	a decision altitude (DA) or decision height (DH) and the minimum visibility or RVR.	A.110;AMC3 CAT.OP.MPA.110.For RVR visibility: AMC5 CAT.OP.MPA.110								achieved, by providing more prescriptive rules.
4.2.9	4.2.9 Threshold crossing height for 3D instrument approach operations The operator shall establish operational procedures designed to ensure that an aeroplane being used to conduct 3D instrument approach operations crosses the threshold by a safe margin, with the aeroplane in the landing configuration and attitude.	Reg. (EU) 965/2012:CAT.OP.MPA.310	☒	☐	☐	☐	☐	☐		
4.2.10.1	4.2.10 Fuel and oil records 4.2.10.1 The operator shall maintain fuel records to enable the State of the Operator to ascertain that, for each flight, the requirements of 4.3.6 and 4.3.7.1 have been complied with.	Reg. (EU) 965/2012:ORO.MLR.115(b); CAT.POL.MAB.105. R.(EU) 1321/2014:M.A.306;AMC M.A.306(a)	☒	☐	☐	☐	☐	☐		

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			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
4.2.10.2	4.2.10.2 The operator shall maintain oil records to enable the State of the Operator to ascertain that trends for oil consumption are such that an aeroplane has sufficient oil to complete each flight.	Reg. (EU) 965/2012: ORO.MLR.115 (b); SPA.SET-IMC.105; AMC1 SPA.SET-IMC.105(b)	☒	☐	☐	☐	☐	☐		
4.2.10.3	4.2.10.3 Fuel and oil records shall be retained by the operator for a period of three months.	Reg. (EU) 965/2012: ORO.MLR.115 (b)	☒	☐	☐	☐	☐	☐		
4.2.11.1	4.2.11 Crew 4.2.11.1 *Pilot-in-command.* For each flight, the operator shall designate one pilot to act as pilot-in-command.	Reg. (EU) 2018/1139: Annex V: art. 8.6.Reg. (EU) 965/2012:ORO.FC.105 (a)	☒	☐	☐	☐	☐	☐		In R.965/2012, it is 'commander' for Commercial Air Transport operations

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			No	Yes						
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4.2.11.2	4.2.11.2 For each flight of an aeroplane above 15 000 m (49 000 ft), the operator shall maintain records so that the total cosmic radiation dose received by each crew member over a period of 12 consecutive months can be determined. *Note.— Guidance on the maintenance of cumulative radiation records is given in Circular 126 —* Guidance Material on SST Aircraft Operations.	Council directive 2013-59/EURATOM: Art. 35 pt. 3	☐	☐	☒	☐	☐	☐		This matter is addressed by a different legal instrument, which requires Member States to undertake appropriate measures where the effective dose to the crew is liable to be above 1 mSv/year.
4.2.12.1	4.2.12 Passengers	Reg. (EU) 965/2012: CAT.OP.MP	☒	☐	☐	☐	☐	☐		

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	4.2.12.1 The operator shall ensure that passengers are made familiar with the location and use of: a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards.	A.170,AMC1 CAT.OP.MPA.170								
4.2.12.2	4.2.12.2 The operator shall inform the passengers of the location and general manner of use of the principal emergency equipment carried for collective use.	Reg. (EU) 965/2012: CAT.OP.MPA.170,AMC1 CAT.OP.MPA.170	☒	☐	☐	☐	☐	☐		
4.2.12.3	4.2.12.3 The operator shall ensure that in an emergency during flight, passengers are instructed in such emergency action as may be appropriate to the circumstances.	Reg. (EU) 2018/1139:Annex V pt. 3.f;Reg. (EU) 965/2012: CAT.OP.MP	☒	☐	☐	☐	☐	☐		

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		A.170,AMC1 CAT.OP.MPA.170								
4.2.12.4	4.2.12.4 The operator shall ensure that, during take-off and landing and whenever considered necessary by reason of turbulence or any emergency occurring during flight, all passengers on board an aeroplane shall be secured in their seats by means of the seat belts or harnesses provided.	Reg. (EU) 965/2012: CAT.OP.MPA.225; Reg. (EU) 2018/1139: Annex V pt. 3.c	☒	☐	☐	☐	☐	☐		In the European rules, the requirement is addressed to the pilot-in-command / commander.
4.3.1	4.3 Flight preparation 4.3.1 A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane; b) the instruments and equipment prescribed in Chapter 6, for the particular type of	Reg. (EU) 2018/1139: Annex V pt. 2.(c).Reg. (EU) 965/2012: CAT.OP.MPA.175.	☐	☐	☐	☒	☐	☐	Partially implemented. Paragraph (g) is not fully implemented.	R.965/2012 provides an alleviation: an operational flight plan is not required for

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	operation to be undertaken, are installed and are sufficient for the flight; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane; d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured; f) a check has been completed indicating that the operating limitations of Chapter 5 can be complied with for the flight to be undertaken; and g) the Standards of 4.3.3 relating to operational flight planning have been complied with.									operations under VFR of other-than-complex motor-powered aeroplane taking off and landing at the same aerodrome or operating site. This difference is filed for 4.3.3.1 below.
4.3.2	4.3.2 Completed flight preparation forms shall be kept by the operator for a period of three months.	Reg. (EU) 965/2012: ORO.MLR.115 pt. (b)	☒	☐	☐	☐	☐	☐		

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4.3.3.1	4.3.3 Operational flight planning 4.3.3.1 An operational flight plan shall be completed for every intended flight. The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure. *Note.— The duties of a flight operations officer/flight dispatcher are contained in 4.6.*	Reg. (EU) 965/2012:ORO.MLR.115 (b);CAT.GEN.MPA.185; CAT.OP.MPA.175	☐	☐	☐	☒	☐	☐	Partially implemented. An operational flight plan is not required for operations under VFR of other-than-complex motor-powered aeroplanes taking off and landing at the same aerodrome or operating site.	In the EU rules the commander/PiC is not required to sign the OFP.
4.3.3.2	4.3.3.2 The operations manual must describe the content and use of the operational flight plan.	Reg. (EU) 965/2012:AMC3 ORO.MLR.1	☒	☐	☐	☐	☐	☐		

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		00 (a);ORO.GEN.110 (i);AMC1 CAT.OP.MPA.175(a), pt. (c)								
4.3.4.1.1	4.3.4 Alternate aerodromes 4.3.4.1 *Take-off alternate aerodrome* 4.3.4.1.1 A take-off alternate aerodrome shall be selected and specified in the operational flight plan if either the meteorological conditions at the aerodrome of departure are below the operator's established aerodrome landing minima for that operation or if it would not be possible to return to the aerodrome of departure for other reasons.	Reg. (EU) 965/2012: CAT.OP.MPA.182	☒	☐	☐	☐	☐	☐		
4.3.4.1.2	4.3.4.1.2 The take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure: a) for aeroplanes with two engines, one hour of flight time at a one-engine-inoperative cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass; or b) for aeroplanes with three or more engines, two hours of flight time at an all engines	Reg. (EU) 965/2012: CAT.OP.MPA.182 ; AMC1 CAT.OP.MPA.182	☐	☐	☐	☒	☐	☐	Partially implemented. EDTO is not yet implemented.	EDTO will be transposed into Reg. (EU) 965/2012 with RMT.0392 (Regular update

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	operating cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass; or c) for aeroplanes engaged in extended diversion time operations (EDTO) where an alternate aerodrome meeting the distance criteria of a) or b) is not available, the first available alternate aerodrome located within the distance of the operator's specified maximum diversion time considering the actual take-off mass.									of the air ops rules).
4.3.4.1.3	4.3.4.1.3 For an aerodrome to be selected as a take-off alternate the available information shall indicate that, at the estimated time of use, the conditions will be at or above the operator's established aerodrome operating minima for that operation.	Reg. (EU) 965/2012: CAT.OP.MPA.182; AMC5 CAT.OP.MPA.182; CAT.OP.MPA.107	☐	☒	☐	☐	☐	☐	CAT.OP.MPA.182 (a) requires a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome.	
4.3.4.2	4.3.4.2 *En-route alternate aerodromes*	Reg. (EU) 965/2012: SPA.ETOPS.	☒	☐	☐	☐	☐	☐		

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	En-route alternate aerodromes, required by 4.7 for extended diversion time operations by aeroplanes with two turbine engines, shall be selected and specified in the operational and air traffic services (ATS) flight plans.	110 (c)								
4.3.4.3.1	4.3.4.3 *Destination alternate aerodromes* 4.3.4.3.1 For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the operational and ATS flight plans, unless: a) the duration of the flight from the departure aerodrome, or from the point of in-flight re-planning, to the destination aerodrome is such that, taking into account all meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that: 1) the approach and landing may be made under visual meteorological conditions; and 2) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure; or b) the aerodrome is isolated. Operations into isolated aerodromes do not require the selection of a	Reg. (EU) 965/2012:CAT.OP.MPA.182 para (d); AMC2 CAT.OP.MPA.182 para (c); AMC7 CAT.OP.MPA.182	☐	☒	☐	☐	☐	☐	European rules require a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome.	In addition to (a)(1) and (2) of the ICAO provision, the EU rule requires that the duration of the flight is less than 6 hours.

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	destination alternate aerodrome(s) and shall be planned in accordance with 4.3.6.3 d) 4); 1) for each flight into an isolated aerodrome a point of no return shall be determined; and 2) a flight to be conducted to an isolated aerodrome shall not be continued past the point of no return unless a current assessment of meteorological conditions, traffic and other operational conditions indicate that a safe landing can be made at the estimated time of use. *Note 1.— Separate runways are two or more runways at the same aerodrome configured such that if one runway is closed, operations to the other runway(s) can be conducted.* *Note 2.— Guidance on planning operations to isolated aerodromes is contained in the* Flight Planning and Fuel Management (FPFM) Manual *(Doc 9976).*									
4.3.4.3.2	4.3.4.3.2 Two destination alternate aerodromes shall be selected and specified in the operational and ATS flight plans when, for the destination aerodrome: a) meteorological conditions at the estimated time of use will be below the operator's established aerodrome operating minima for that operation; or	Reg. (EU) 965/2012: CAT.OP.MPA.182; AMC2 CAT.OP.MPA.182 (b)	☒	☐	☐	☐	☐	☐		

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	b) meteorological information is not available.									
4.3.4.4	4.3.4.4 Notwithstanding the provisions in 4.3.4.1, 4.3.4.2 and 4.3.4.3, the State of the Operator may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve operational variations to alternate aerodrome selection criteria. The specific safety risk assessment shall include at least the: a) capabilities of the operator; b) overall capability of the aeroplane and its systems; c) available aerodrome technologies, capabilities and infrastructure; d) quality and reliability of meteorological information; e) identified hazards and safety risks associated with each alternate aerodrome variation; and f) specific mitigation measures. *Note.— Guidance on performing a safety risk assessment and on determining variations, including*	Reg. (EU) 965/2012: CAT.OP.MPA.180 para (d) and AMC1 CAT.OP.MPA.180.	☐	☒	☐	☐	☐	☐	EU rule establishes to collect relevant data for a period of 2 years of continuous operations before applying for an Individual Fuel Scheme. Moreover, it is mandatory to implement an effective continuous reporting system to the competent authority	

	examples of variations, is contained in the Flight Planning and Fuel Management (FPFM) Manual *(Doc 9976) and the* Safety Management Manual *(Doc 9859).*								on the safety performance and regulatory compliance. In addition, EU regulation adds to the elements minimum to take into account for determining the the extent of the deviation, the type of ATS provided and characteristics and procedures of the ATFM and of the airspace	

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									management.	
4.3.5.1	4.3.5 Meteorological conditions 4.3.5.1 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 under VFR will, at the appropriate time, be such as to enable compliance with these rules.	Reg. (EU) 965/2012:CAT.OP.MPA.245 (c)	☒	☐	☐	☐	☐	☐		
4.3.5.2	4.3.5.2 A flight to be conducted in accordance with the instrument flight rules shall not: a) take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the operator's established aerodrome operating minima for that operation; and b) take off or continue beyond the point of in-flight re-planning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 4.3.4, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the estimated time of use, at or above the operator's established aerodrome operating minima for that operation.	Reg. (EU) 965/2012:CAT.OP.MPA.245 (a), (b);CAT.OP.MPA.265	☒	☐	☐	☐	☐	☐		

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4.3.5.3	4.3.5.3 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 aerodrome, 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 aerodrome operating minima. *Note.— Guidance on the selection of these incremental values is contained in the* Flight Planning and Fuel Management (FPFM) Manual *(Doc 9976).*	Reg. (EU) 965/2012: CAT.OP.MPA.182, AMC6 CAT.OP.MPA.182 Table 2	☒	☐	☐	☐	☐	☐		
4.3.5.4	4.3.5.4 The State of the Operator shall approve a margin of time established by the operator for the estimated time of use of an aerodrome. *Note.— Guidance on establishing an appropriate margin of time for the estimated time of use of an aerodrome is contained in the* Flight Planning and Fuel Management (FPFM) Manual *(Doc 9976).*	Reg. (EU) 965/2012: CAT.OP.MPA.182 (e); ARO.OPS.225	☒	☐	☐	☐	☐	☐		Note included in Doc 9976 included in AMC, CAT.OP.MPA.182 requires a period commencing one hour before and ending

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										one hour after the estimated time of arrival at the aerodrome.
4.3.5.5	4.3.5.5 A flight to be operated in known or expected icing conditions shall not be commenced unless the aeroplane is certificated and equipped to cope with such conditions.	Reg. (EU) 965/2012:CAT.OP.MPA.255 Reg. (EU) 2018/1139: Annex V: Point 2.(e).	☒	☐	☐	☐	☐	☐		
4.3.5.6	4.3.5.6 A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the aeroplane is kept in an airworthy condition prior to take-off. *Note.— Guidance material is given in the* Manual of Aircraft Ground De-icing/Anti-icing Operations *(Doc 9640).*	Reg. (EU) 965/2012:CAT.OP.MPA.250	☒	☐	☐	☐	☐	☐		

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4.3.6.1	4.3.6 Fuel requirements 4.3.6.1 An aeroplane shall carry a sufficient amount of usable fuel to complete the planned flight safely and to allow for deviations from the planned operation.	Reg (EU) 965/2012, CAT.OP.MPA.181;	☒	☐	☐	☐	☐	☐		
4.3.6.2	4.3.6.2 The amount of usable fuel to be carried shall, as a minimum, be based on: a) the following data: 1) current aeroplane-specific data derived from a fuel consumption monitoring system, if available; or 2) if current aeroplane-specific data are not available, data provided by the aeroplane manufacturer; and b) the operating conditions for the planned flight including: 1) anticipated aeroplane mass; 2) Notices to Airmen; 3) current meteorological reports or a combination of current reports and forecasts;	Reg. (EU) 965/2012:CAT.OP.MPA.181(a), (b), GM1 CAT.OP.MPA.181 (a)	☒	☐	☐	☐	☐	☐		

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	4) air traffic services procedures, restrictions and anticipated delays; and 5) the effects of deferred maintenance items and/or configuration deviations.									
4.3.6.3	4.3.6.3 The pre-flight calculation of usable fuel required shall include: a) *taxi fuel*, which shall be the amount of fuel expected to be consumed before take-off, taking into account local conditions at the departure aerodrome and auxiliary power unit (APU) fuel consumption; b) *trip fuel*, which shall be the amount of fuel required to enable the aeroplane to fly from take-off, or the point of in-flight re-planning, until landing at the destination aerodrome taking into account the operating conditions of 4.3.6.2 b); c) *contingency fuel*, which shall be the amount of fuel required to compensate for unforeseen factors. It shall be five per cent of the planned trip fuel or of the fuel required from the point of in-flight re-planning based on the consumption rate used to plan the trip fuel but, in any case, shall not be lower than the amount required to fly for five minutes at holding speed at 450 m (1 500 ft) above the destination aerodrome in standard conditions;	Reg. (EU) 965/2012: CAT.OP.MPA.181: AMC1 CAT.OP.MPA.181; AMC2 CAT.OP.MPA.181; AMC3 CAT.OP.MPA.181; AMC4 CAT.OP.MPA.181; AMC5 CAT.OP.MPA.181; AMC6 CAT.OP.MPA.181; AMC7 CAT.OP.MP	☐	☐	☐	☒	☐	☐	Partially implemented.EDTO is not yet transposed in R.965/2012, which still uses ETOPS.	RMT.0392 (Regular update of the air ops rules) will address EDTO.

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			No	Yes				Not Applicable	Details of Difference	Remarks
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	Note.— Unforeseen factors are those which could have an influence on the fuel consumption to the destination aerodrome, such as deviations of an individual aeroplane from the expected fuel consumption data, deviations from forecast meteorological conditions, extended delays and deviations from planned routings and/or cruising levels. d) *destination alternate fuel*, which shall be: 1) where a destination alternate aerodrome is required, the amount of fuel required to enable the aeroplane to: i) perform a missed approach at the destination aerodrome; ii) climb to the expected cruising altitude; iii) fly the expected routing; iv) descend to the point where the expected approach is initiated; and v) conduct the approach and landing at the destination alternate aerodrome; or	A.181; AMC8 CAT.OP.MP A.181; Reg. (EU) 748/2012: 21.B.115; AMC 20-6B: APPENDIX 4 (4)(c)								

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			No	Yes							
				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
	2) where two destination alternate aerodromes are required, the amount of fuel, as calculated in 4.3.6.3 d) 1), required to enable the aeroplane to proceed to the destination alternate aerodrome which requires the greater amount of alternate fuel; or 3) where a flight is operated without a destination alternate aerodrome, the amount of fuel required to enable the aeroplane to fly for 15 minutes at holding speed at 450 m (1 500 ft) above destination aerodrome elevation in standard conditions; or 4) where the aerodrome of intended landing is an isolated aerodrome: i) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes plus 15 per cent of the flight time planned to be spent at cruising level, including final reserve fuel, or two hours, whichever is less; or ii) for a turbine-engined aeroplane, the amount of fuel required to fly for two hours at normal cruise consumption above the destination aerodrome, including final reserve fuel; e) *final reserve fuel*, which shall be the amount of fuel calculated using the estimated mass on arrival at the destination alternate aerodrome, or the										

	destination aerodrome when no destination alternate aerodrome is required: 1) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes, under speed and altitude conditions specified by the State of the Operator; or 2) for a turbine-engined aeroplane, the amount of fuel required to fly for 30 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions; f) *additional fuel,* which shall be the supplementary amount of fuel required if the minimum fuel calculated in accordance with 4.3.6.3 b), c), d) and e) is not sufficient to: 1) allow the aeroplane to descend as necessary and proceed to an alternate aerodrome in the event of engine failure or loss of pressurization, whichever requires the greater amount of fuel based on the assumption that such a failure occurs at the most critical point along the route; i) fly for 15 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions; and ii) make an approach and landing;									

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	2) allow an aeroplane engaged in EDTO to comply with the EDTO critical fuel scenario as established by the State of the Operator; 3) meet additional requirements not covered above; *Note 1.— Fuel planning for a failure that occurs at the most critical point along a route (4.3.6.3 f) 1)) may place the aeroplane in a fuel emergency situation based on 4.3.7.2.* *Note 2.— Guidance on EDTO critical fuel scenarios is contained in the* Extended Diversion Time Operations (EDTO) Manual *(Doc 10085).* g) *discretionary fuel*, which shall be the extra amount of fuel to be carried at the discretion of the pilot-in-command.									
4.3.6.4	4.3.6.4 **Recommendation.—** *Operators should determine one final reserve fuel value for each aeroplane type and variant in their fleet rounded up to an easily recalled figure.*	Reg. (EU) 965/2012: CAT.OP.MPA.181	☐	☒	☐	☐	☐	☐	Part-CAT requires that the calculation of the usable fuel is done for each flight, including	

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									the estimated mass of the aircraft.	
4.3.6.5	4.3.6.5 A flight shall not commence unless the usable fuel on board meets the requirements in 4.3.6.3 a), b), c), d), e) and f) if required and shall not continue from the point of in-flight re-planning unless the usable fuel on board meets the requirements in 4.3.6.3 b), c), d), e) and f) if required.	Reg. (EU) 965/2012:CAT.OP.MPA.181(c) and (d)	☒	☐	☐	☐	☐	☐		
4.3.6.6	4.3.6.6 Notwithstanding the provisions in 4.3.6.3 a), b), c), d) and f), the State of the Operator may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve variations to the pre-flight fuel calculation of taxi fuel, trip fuel, contingency fuel, destination alternate fuel, and additional fuel. The specific safety risk assessment shall include at least the: a) flight fuel calculations; b) capabilities of the operator to include: i) a data-driven method that includes a fuel consumption monitoring programme; and/or	Reg. (EU) 965/2012, ARO.OPS.225; CAT.OP.MPA.180, and AMC1 CAT.OP.MPA 180	☒	☐	☐	☐	☐	☐		

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	ii) the advanced use of alternate aerodromes; and c) specific mitigation measures. *Note.— Guidance on the specific safety risk assessment, fuel consumption monitoring programmes and the advanced use of alternate aerodromes is contained in the* Flight Planning and Fuel Management (FPFM) Manual *(Doc 9976).*									
4.3.6.7	4.3.6.7 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. *Note.— Guidance on procedures for in-flight fuel management including re-analysis, adjustment and/or re-planning considerations when a flight begins to consume contingency fuel before take-off is contained in the* Flight Planning and Fuel Management (FPFM) Manual *(Doc 9976).*	Reg. (EU) 965/2012: CAT.OP.MPA.185 (a)(2); AMC1 CAT.OP.MPA.185(a) item (c)	☒	☐	☐	☐	☐	☐		
4.3.7.1	4.3.7 In-flight fuel management 4.3.7.1 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.	Reg. (EU) 965/2012:CAT.OP.MPA.185 (a)	☒	☐	☐	☐	☐	☐		

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4.3.7.2	4.3.7.2 The pilot-in-command shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing. *Note.— The protection of final reserve fuel is intended to ensure a safe landing at any aerodrome when unforeseen occurrences may not permit safe completion of an operation as originally planned. Guidance on flight planning, including the circumstances that may require re-analysis, adjustment and/or re-planning of the planned operation before take-off or en-route, is contained in the* Flight Planning and Fuel Management (FPFM) Manual *(Doc 9976).*	Reg. (EU) 965/2012:CAT.OP.MPA.185 (a)(3); AMC1 CAT.OP.MPA.185(a) para (b)(1).	☒	☐	☐	☐	☐	☐		
4.3.7.2.1	4.3.7.2.1 The pilot-in-command shall request delay information from ATC when unanticipated circumstances may result in landing at the destination aerodrome with less than the final reserve fuel plus any fuel required to proceed to an alternate aerodrome or the fuel required to operate to an isolated aerodrome.	Reg. (EU) 965/2012:CAT.OP.MPA.185 (b).	☒	☐	☐	☐	☐	☐		
4.3.7.2.2	4.3.7.2.2 The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than the planned final reserve fuel.	Reg. (EU) 965/12 CAT.OP.MPA.185 (c)	☒	☐	☐	☐	☐	☐		

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	Note 1.— The declaration of MINIMUM FUEL informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur. *Note 2.— Guidance on declaring minimum fuel is contained in the* Flight Planning and Fuel Management (FPFM) Manual *(Doc 9976).*									
4.3.7.2.3	4.3.7.2.3 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel. *Note 1.— The planned final reserve fuel refers to the value calculated in 4.3.6.3 e) 1) or 2) and is the minimum amount of fuel required upon landing at any aerodrome.* *Note 2.— The words "MAYDAY FUEL" describe the nature of the distress conditions as required in Annex 10, Volume II, 5.3.2.1.1 b) 3.*	Reg (EU) 965/2012 CAT.OP.MPA.185 (d)	☒	☐	☐	☐	☐	☐		

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	Note 3.— Guidance on procedures for in-flight fuel management is contained in the Flight Planning and Fuel Management (FPFM) Manual *(Doc 9976).*									
4.3.8.1	4.3.8 Refuelling with passengers on board 4.3.8.1 An aeroplane shall not be refuelled when passengers are embarking, on board or disembarking unless it is properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.	Reg. (EU) 965/2012: CAT.OP.MPA.200, AMC 1 CAT.OP.MPA.200, AMC2 CAT.OP.MPA.200 (b)	☒	☐	☐	☐	☐	☐		
4.3.8.2	4.3.8.2 When refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane. *Note 1.— The provisions of 4.3.8.1 do not necessarily require the deployment of integral aeroplane stairs or the opening of emergency exits as a prerequisite to refuelling.* *Note 2.— Provisions concerning aircraft refuelling are contained in Annex 14, Volume I, and*	Reg. (EU) 965/2012:CAT.OP.MPA.200, AMC 6 CAT.OP.MPA.200 (c) (2)	☒	☐	☐	☐	☐	☐		

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	guidance on safe refuelling practices is contained in the Airport Services Manual, *(Doc 9137), Parts 1 and 8.* *Note 3.— Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.*									
4.3.9	4.3.9 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*	Reg. (EU) 965/2012: CAT.IDE.A.235	☒	☐	☐	☐	☐	☐		
4.3.9.1	4.3.9.1 A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the	Reg. (EU) 965/2012: CAT.IDE.A.235; CAT.IDE.A.240	☒	☐	☐	☐	☐	☐		

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	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.									
4.3.9.2	4.3.9.2 A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.	Reg. (EU) 965/2012: CAT.IDE.A.235	☐	☒	☐	☐	☐	☐	The EU rule has additional and more specific requirements on the quantities of oxygen and the percentages of passengers and also specific requirements on automatically deployable masks for aeroplanes certified to fly above	

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									25.000 ft.	
4.3.10.1	4.3.10 Time capability of cargo compartment fire suppression system 4.3.10.1 **Recommendation.—** *All flights should be planned so that the diversion time to an aerodrome where a safe landing could be made does not exceed the cargo compartment fire suppression time capability of the aeroplane, when one is identified in the relevant aeroplane documentation, reduced by an operational safety margin specified by the State of the Operator.* *Note 1.— Cargo compartment fire suppression time capabilities will be identified in the relevant aeroplane documentation when they are to be considered for the operation.* *Note 2.— Fifteen minutes is an operational safety margin commonly retained for that purpose.* *Note 3.— Refer to Chapter 4, 4.7 for considerations of time capability of cargo compartment fire suppression systems for aeroplanes engaged in EDTO.*		☐	☐	☐	☒	☐	☐	Partially implemented. EDTO is not yet transposed in R.965/2012, which still uses ETOPS	The recommendation will be considered in the scope of RMT.0392 (Regular update of the air ops rules) implementing the standards on EDTO.
4.4.1.1	4.4 In-flight procedures	Reg. (EU) 965/2012:CA	☒	☐	☐	☐	☐	☐		

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	4.4.1 Aerodrome operating minima 4.4.1.1 A flight shall not be continued towards the aerodrome of intended landing, unless the latest available information indicates that at the expected time of arrival, a landing can be effected at that aerodrome or at least one destination alternate aerodrome, in compliance with the operating minima established in accordance with 4.2.8.1.	T.OP.MPA.245(b).								
4.4.1.2	4.4.1.2 An instrument approach shall not be continued below 300 m (1 000 ft) above the aerodrome elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the aerodrome operating minima. *Note.— Criteria for the final approach segment is contained in PANS-OPS (Doc 8168), Volume II.*	Reg. (EU) 965/2012: CAT.OP.MPA.305(a)&(b)	☒	☐	☐	☐	☐	☐		
4.4.1.3	4.4.1.3 If, after entering the final approach segment or after descending below 300 m (1 000 ft) above the aerodrome elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, an aeroplane shall not continue its approach-to-land at any aerodrome beyond a point at which the limits of the operating minima specified for that aerodrome would be infringed. *Note.— Controlling RVR means the reported values of one or more RVR reporting locations (touchdown, mid-point and stop-end) used to determine whether operating minima are or are not met. Where*	Reg. (EU) 965/2012: CAT.OP.MPA.305(d)	☒	☐	☐	☐	☐	☐		

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	RVR is used, the controlling RVR is the touchdown RVR, unless otherwise specified by State criteria.									
4.4.2.1	4.4.2 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).* 4.4.2.1 The pilot-in-command shall report the runway braking action special air-report (AIREP) when the runway braking action encountered is not as good as reported. *Note.— The procedures for making special air-reports regarding runway braking action are contained in the PANS-ATM (Doc 4444), Chapter 4 and Appendix 1.*	Reg. (EU) 965/2012:CAT.OP.MPA.311	☒	☐	☐	☐	☐	☐		
4.4.3	4.4.3 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.	Reg. (EU) 965/2012:CAT.GEN.MPA.105(d) Reg. (EU) 923/2012: SERA.12005 (a) & (b)	☒	☐	☐	☐	☐	☐		

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4.4.4.1	4.4.4 Flight crew members at duty stations 4.4.4.1 *Take-off and landing.* All flight crew members required to be on flight deck duty shall be at their stations.	R.(EU) 2018/1139:Annex V pt. 3.aReg. (EU) 965/2012:CAT.OP.MPA.210 pt. (a)	☒	☐	☐	☐	☐	☐		
4.4.4.2	4.4.4.2 *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 aeroplane or for physiological needs.	Reg. (EU) 965/2012:CAT.OP.MPA.210 pt. (a)(2); (a)(3).	☒	☐	☐	☐	☐	☐		
4.4.4.3	4.4.4.3 *Seat belts.* All flight crew members shall keep their seat belts fastened when at their stations.	Reg. (EU) 965/2012:CAT.OP.MPA.225 pt. (a)	☒	☐	☐	☐	☐	☐		
4.4.4.4	4.4.4.4 *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 harnesses fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt must remain fastened.	Reg. (EU) 965/2012:CAT.OP.MPA.225 pt. (a)	☒	☐	☐	☐	☐	☐		

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	Note.— Safety harness includes shoulder straps and a seat belt which may be used independently.									
4.4.5.1	4.4.5 Use of oxygen 4.4.5.1 All flight crew members, when engaged in performing duties essential to the safe operation of an aeroplane in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in 4.3.9.1 or 4.3.9.2.	Reg. (EU) 965/2012:CAT.OP.MPA.285	☒	☐	☐	☐	☐	☐		
4.4.5.2	4.4.5.2 All flight crew members of pressurized aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa shall have available at the flight duty station a quick-donning type of oxygen mask which will readily supply oxygen upon demand.	Reg. (EU) 965/2012:CAT.IDE.A.235 pt. (b)(1)	☒	☐	☐	☐	☐	☐		
4.4.6.1	4.4.6 Safeguarding of cabin crew and passengers in pressurized aeroplanes 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*	Reg. (EU) 965/2012:CAT.IDE.A.235 pt. (b)(4);CAT.IDE.A.230	☒	☐	☐	☐	☐	☐		

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	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.*									
4.4.7	4.4.7 In-flight operational instructions Operational instructions involving a change in the ATS flight plan shall, when practicable, be coordinated with the appropriate ATS unit before transmission to the aeroplane. *Note.— When the above coordination has not been possible, operational instructions do not relieve a pilot of the responsibility for obtaining an appropriate clearance from an ATS unit, if applicable, before making a change in flight plan.*	Reg. (EU) 965/2012:CAT.OP.MPA.100 pt. (a)	☒	☐	☐	☐	☐	☐		
4.4.8.1	4.4.8 Instrument flight procedures	Reg. (EU) 965/2012CAT.OP.MPA.1	☒	☐	☐	☐	☐	☐		Reg. (EU) 139/201

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 48 OPERATION OF AIRCRAFT - PART I INTERNATIONAL COMMERICIAL AIR TRANSPORT - AEROPLANES Annex Standard or Recommended Practice	State Reference	Difference					Not Applicable	Details of Difference	Remarks
			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	4.4.8.1 One or more instrument approach procedures designed to support instrument approach operations shall be approved and promulgated by the State in which the aerodrome is located to serve each instrument runway or aerodrome utilized for instrument flight operations.	25 Reg. (EU) 139/2014: ADR.OR.C.005(b)								4 applies only to the aerodromes which are in the scope of Reg. (EU) 2018/1139 (Art. 2 point 1(e)). Therefore, the Member States should also take into account their relevant applicable national require

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										ments.
4.4.8.2	4.4.8.2 All aeroplanes operated in accordance with instrument flight rules shall comply with the instrument flight procedures approved by the State in which the aerodrome is located. *Note 1.— See 4.2.8.3 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 Chapter 3, 3.1.1).*	Reg. (EU) 965/2012: CAT.OP.MPA.125	☒	☐	☐	☐	☐	☐		
4.4.9.1	4.4.9 Aeroplane operating procedures for noise abatement 4.4.9.1 **Recommendation.—** *Aeroplane operating procedures for noise abatement should comply with the provisions of PANS-OPS (Doc 8168), Volume I.*	Reg. (EU) 965/2012:CAT.OP.MPA.130; AMC1 CAT.OP.MPA.130 pt. (a)	☒	☐	☐	☐	☐	☐		

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4.4.9.2	4.4.9.2 **Recommendation.—** *Noise abatement procedures specified by the operator for any one aeroplane type should be the same for all aerodromes.* *Note.— A single procedure may not satisfy the requirements at some aerodromes.*	Reg. (EU) 965/2012:CAT.OP.MPA.130; AMC1 CAT.OP.MPA.130	☒	☐	☐	☐	☐	☐		
4.4.10.1	4.4.10 Aeroplane operating procedures for rates of climb and descent **Recommendation.—** *Unless otherwise specified in an air traffic control instruction, to avoid unnecessary airborne collision avoidance system (ACAS II) resolution advisories in aircraft at or approaching adjacent altitudes or flight levels, operators should specify procedures by which an aeroplane climbing or descending to an assigned altitude or flight level, especially with an autopilot engaged, may do so at a rate less than 8 m/sec or 1 500 ft/min (depending on the instrumentation available) throughout the last 300 m (1 000 ft) of climb or descent to the assigned level when the pilot is made aware of another aircraft at or approaching an adjacent altitude or flight level.* *Note.— Material concerning the development of these procedures is contained in the PANS-OPS (Doc 8168) Volume I, Part III, Section 3, Chapter 3.*	Reg. (EU) 965/2012:CAT.OP.MPA.295 More details in GM1 CAT.OP.MPA.295 point (h)(3)(i)(D).	☒	☐	☐	☐	☐	☐		

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4.4.11	**4.4.11 Aeroplane operating procedures for landing performance** An approach to land shall not be continued below 300 m (1 000 ft) above aerodrome elevation unless the pilot-in-command is satisfied that, with the runway surface condition information available, the aeroplane performance information indicates that a safe landing can be made. *Note 1.— The procedures used by aerodromes to assess and report runway surface conditions are contained in the* PANS-Aerodromes *(Doc 9981) and those for using runway surface condition information on board aircraft are in the* Aeroplane Performance Manual *(Doc 10064).* *Note 2.— Guidance on development of aeroplane performance information is contained in the* Aeroplane Performance Manual *(Doc 10064).*	Reg. (EU) 965/2012:CAT.OP.MPA.300;CAT.OP.MPA.301; CAT.OP.MPA.305 (a)(b)	☒	☐	☐	☐	☐	☐		
4.5.1	4.5 Duties of pilot-in-command 4.5.1 The pilot-in-command shall be responsible for the safety of all crew members, passengers and cargo on board when the doors are closed. The pilot-in-command shall also be responsible for the operation and safety of the aeroplane from the moment the aeroplane is ready to move for the purpose of taking	Reg. (EU) 965/2012:CAT.GEN.MPA.105 pt. (a)(1) and (2)	☒	☐	☐	☐	☐	☐		In Reg. (EU) 965/2012, the term 'commander' is used in

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	off until the moment it finally comes to rest at the end of the flight and the engine(s) used as primary propulsion units are shut down.									CAT operations.
4.5.2	4.5.2 The pilot-in-command shall ensure that the checklists specified in 4.2.6 are complied with in detail.	Reg. (EU) 965/2012:CAT.GEN.MPA.105 pt. (a)(8)	☒	☐	☐	☐	☐	☐		In Reg. (EU) 965/2012, the term 'commander' is used in CAT operations.
4.5.3	4.5.3 The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the aeroplane, resulting in serious injury or death of any person or substantial damage to the aeroplane or property. *Note.— A definition of the term "serious injury" is contained in Annex 13.*	Reg. (EU) 965/2012:CAT.GEN.MPA.100 pt. (b)(3).For the definition of 'serious injury:Reg. (EU) 996/2010:Art. 2 Def. (17)	☒	☐	☐	☐	☐	☐		In Reg. (EU) 965/2012, the term 'commander' is used in CAT operations.

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4.5.4	4.5.4 The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.	Reg. (EU) 965/2012:CAT.GEN.MPA.100 pt. (b)(1) CAT.GEN.MPA.105 (a)(14); ORO.MLR.100; AMC3 ORO.MLR.100 pt. (a) 8.1.11	☒	☐	☐	☐	☐	☐		In Reg. (EU) 965/2012, the term 'commander' is used in CAT operations.
4.5.5	4.5.5 The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 11.4.1. *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".*	Reg. (EU) 965/2012:ORO.MLR.110; AMC1 ORO.MLR.110;CAT.GEN.MPA.105 pt. (a)(8); (a)(14)	☒	☐	☐	☐	☐	☐		In the EU system the operator has the responsibility. Normally the operator delegates it to the commander/pilot-in-comman

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										d.CAT.GEN.MPA.105 pt. (a)(8) covers the adherence to the above delegation.
4.6.1	4.6 Duties of flight operations officer/flight dispatcher 4.6.1 A flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations in accordance with 4.2.1.3 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; 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; and	Reg. (EU) 965/2012:ORO.GEN.110 pt. (c), (f)	☐	☐	☐	☒	☐	☐	Partially implemented.Flight operations officer/flight dispatcher tasks and responsibilities are not specifically described in Reg. (EU) 965/2012.	The EU rule is more generic. Subject to RMT.0392 (Regular update of the air ops rules).

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	d) notify the appropriate ATS unit when the position of the aeroplane cannot be determined by an aircraft tracking capability, and attempts to establish communication are unsuccessful.									
4.6.2	4.6.2 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 the flight, particularly in the context of emergency situations.*		☐	☐	☐	☒	☐	☐	Not implemented.The flight operations officer/flight dispatcher has no such tasks described in the Air Operations rules.	The operator decides who is charged with these responsibilities as part of its emergency response planning and management.
4.7.1.1	4.7 Additional requirements for operations by aeroplanes with turbine engines beyond 60 minutes to an en-route alternate aerodrome including	Reg. (EU) 965/2012:SPA.ETOPS.100;	☐	☐	☐	☒	☐	☐	Not implemented.European rules do	The EDTO standards will be

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	extended diversion time operations (EDTO) 4.7.1 Requirements for operations beyond 60 minutes to an en-route alternate aerodrome 4.7.1.1 Operators conducting operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome shall ensure that: a) for all aeroplanes: 1) en-route alternate aerodromes are identified; and 2) the most up-to-date information is provided to the flight crew on identified en-route alternate aerodromes, including operational status and meteorological conditions; b) for aeroplanes with two turbine engines, the most up-to-date information provided to the flight crew indicates that conditions at identified en-route alternate aerodromes will be at or above the operator's established aerodrome operating minima for the operation at the estimated time of use. *Note.— Guidance on compliance with the requirements of these provisions is contained in the* Extended Diversion Time Operations (EDTO) Manual *(Doc 10085).*	SPA.ETOPS.110, SPA.ETOPS.115;CAT.OP.MPA.140							not use EDTO. Instead, the ETOPS concept is used.	transposed into R. (EU) 965/2012 through RMT.0392 (Regular update of the air ops rules).

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 48 OPERATION OF AIRCRAFT - PART I INTERNATIONAL COMMERICIAL AIR TRANSPORT - AEROPLANES Annex Standard or Recommended Practice	State Reference	Difference					Not Applicable	Details of Difference	Remarks
			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
4.7.1.2	4.7.1.2 In addition to the requirements in 4.7.1.1, all operators shall ensure that the following are taken into account and provide the overall level of safety intended by the provisions of Annex 6, Part I: a) operational control and flight dispatch procedures; b) operating procedures; and c) training programmes.	Reg. (EU) 965/2012:SPA.ETOPS.105 pt. (b), (c), (d);ORO.GEN.110 pt. (c), (e), (i);AMC1 ORO.GEN.110(c) 2	☒	☐	☐	☐	☐	☐		
4.7.2.1	4.7.2 Requirements for extended diversion time operations (EDTO) 4.7.2.1 Unless the State of the Operator has issued a specific approval for EDTO, an aeroplane with two or more turbine engines shall not be operated on a route where the diversion time to an en-route alternate aerodrome from any point on the route, calculated in ISA and still-air conditions at the one-engine-inoperative cruise speed for aeroplanes with two turbine engines and at the all engines operating cruise speed for aeroplanes with more than two turbine engines, exceeds a threshold time established for such operations by that State. The specific approval shall identify the applicable threshold time established for each particular aeroplane and engine combination.	Reg. (EU) 965/2012:SPA.ETOPS.100;CAT.OP.MPA.140 pt. (a), (b)	☐	☐	☐	☒	☐	☐	Not implemented.European rules do not use EDTO. Instead, the ETOPS concept is used.	The EDTO standards will be transposed into R. (EU) 965/2012 through RMT.0392 (Regular update of the air ops rules).

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	Difference: Yes – Level of implementation of SARPs: B) Different in character or Other means of compliance	Difference: Yes – Level of implementation of SARPs: C) Less protective or partially implemented or not implemented	Difference: Yes – Siginificant Difference	Not Applicable	Details of Difference	Remarks
	Note 1.— When the diversion time exceeds the threshold time, the operation is considered to be an extended diversion time operation (EDTO). *Note 2.— Guidance on the establishment of an appropriate threshold time and on specific approval of extended diversion time operations is contained in the* Extended Diversion Time Operations (EDTO) Manual *(Doc 10085).* *Note 3.— For the purpose of EDTO, the take-off and/or destination aerodromes may be considered en-route alternate aerodromes.*									
4.7.2.2	4.7.2.2 On issuing the specific approval for extended diversion time operations, the State of the Operator shall specify the maximum diversion time granted to the operator for each particular aeroplane and engine combination. *Note.— Guidance on the conditions to be used when converting EDTO maximum diversion times to distances is contained in the* Extended Diversion Time Operations (EDTO) Manual *(Doc 10085).*	Reg. (EU) 965/2012: SPA.ETOPS.100; SPA.ETOPS.105 ; CAT.OP.MPA.140	☐	☐	☐	☒	☐	☐	Not implemented. EU rules do not use EDTO.Instead the ETOPS concept is used.	The EDTO standards will be transposed into R. (EU) 965/2012 through RMT.0392 (Regular update of the air ops rules).

—	European Union Aviation Safety Agency-Annex 6 Amendment 48	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	OPERATION OF AIRCRAFT - PART I INTERNATIONAL COMMERICIAL AIR TRANSPORT - AEROPLANES		No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
	Annex Standard or Recommended Practice			A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
4.7.2.3	4.7.2.3 When specifying the appropriate maximum diversion time for the operator of a particular aeroplane type engaged in extended diversion time operations, the State of the Operator shall ensure that: a) *for all aeroplanes:* the operator has in place procedures to prevent the aeroplane being dispatched on a route with diversion times beyond the capability of EDTO significant system time limitation, if any, indicated in the aeroplane flight manual (directly or by reference); and b) *for aeroplanes* with two turbine engines: the aeroplane is EDTO certified. *Note 1.— EDTO may be referred to as ETOPS in some documents.* *Note 2.—* Guidance on the conditions to be used when converting EDTO significant system time limitations to distances and on the consideration of the EDTO system time limitations at dispatch is contained in the Extended Diversion Time Operations Manual (Doc 10085).	Reg. (EU) 965/2012:SPA.ETOPS.105;GM1 SPA.ETOPS.105.Reg. (EU) 748/2012:21.A.101;21.B.80;AMC 20-6	☐	☐	☐	☒	☐	☐	Not implemented. EU rules do not use EDTO.Instead the ETOPS concept is used.	The EDTO standards will be transposed into R. (EU) 965/2012 through RMT.0392 (Regular update of the air ops rules).
4.7.2.3.1	4.7.2.3.1 Notwithstanding the provisions in 4.7.2.3 a), the State of the Operator may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve operations beyond	Reg. (EU) 965/2012:SPA.ETOPS.105;GM1 SPA.ETOPS.105.Reg.	☒	☐	☐	☐	☐	☐		The authority approves.The operator

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	the time limits of the most time-limited system. The specific safety risk assessment shall include at least the: a) capabilities of the operator; b) overall reliability of the aeroplane; c) reliability of each time-limited system; d) relevant information from the aeroplane manufacturer; and e) specific mitigation measures. *Note.— Guidance on the specific safety risk assessment is contained in the* Extended Diversion Time Operations (EDTO) Manual *(Doc 10085).*	(EU) 748/2012:21.A.101;21.B.80;AMC 20-6:Chapter III section 7.2.2 i) and ii)								may propose an alternative means of compliance with a risk assessment, for approval by the competent authority.
4.7.2.4	4.7.2.4 For aeroplanes engaged in EDTO, the additional fuel required by 4.3.6.3 f) 2) shall include the fuel necessary to comply with the EDTO critical fuel scenario as established by the State of the Operator. *Note.— Guidance on compliance with the requirements of this provision is in the* Extended Diversion Time Operations (EDTO) Manual *(Doc 10085).*	Reg. (EU) 965/2012, CAT.OP.MPA.181 (c)	☐	☐	☐	☒	☐	☐	Not implemented.EU rules do not use EDTO.Instead the ETOPS concept is used.	RMT.0392 (Regular update of the air ops rules) will address EDTO.

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4.7.2.5	4.7.2.5 A flight shall not proceed beyond the threshold time in accordance with 4.7.2.1 unless the identified en-route alternate aerodromes have been re-evaluated for availability and the most up-to-date information indicates that, during the estimated time of use, conditions at those aerodromes will be at or above the operator's established aerodrome operating minima for the operation. If any conditions are identified that would preclude a safe approach and landing at that aerodrome during the estimated time of use, an alternative course of action shall be determined.	Reg. (EU) 748/2012:21.A.101;21.B.80;Appendix 5 to AMC 20-6B (1)	☒	☐	☐	☐	☐	☐		
4.7.2.6	4.7.2.6 The State of the Operator shall, when specifying maximum diversion times for aeroplanes with two turbine engines, ensure that the following are taken into account in providing the overall level of safety intended by the provisions of Annex 8: a) reliability of the propulsion system; b) airworthiness certification for EDTO of the aeroplane type; and c) EDTO maintenance programme. *Note 1.— EDTO may be referred to as ETOPS in some documents.* *Note 2.—* The Airworthiness Manual *(Doc 9760) contains guidance on the level of performance and reliability of aeroplane systems intended by 4.7.2.6, as*	Reg. (EU) 965/2012:SPA.ETOPS.105 pt. (a) and (c). AMC 20-6: Chapter III paragraph 7; and Appendix 8 section 3. Reg. (EU) 1321/2014: M.A.302	☐	☐	☐	☒	☐	☐	Partially implemented. EU rules do not use EDTO. European rules still use the ETOPS concept.	The EDTO standards intends to be transposed into R. (EU) 965/2012 through RMT.0392 (Regular update of the air ops rules).

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	well as guidance on continuing airworthiness aspects of the requirements of 4.7.2.6.									
4.7.2.7	4.7.2.7 **Recommendation.—** *The State of the Operator of an aeroplane type with two turbine engines which, prior to 25 March 1986, was authorized and operating on a route where the flight time at one-engine-inoperative cruise speed to an en-route alternate aerodrome exceeded the threshold time established for such operations in accordance with 4.7.2.1 should give consideration to permitting such an operation to continue on that route after that date.*		☐	☐	☐	☐	☐	☒		
4.8	4.8 Carry-on baggage The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.	Reg. (EU) 965/2012:CAT.OP.MPA.160	☒	☐	☐	☐	☐	☐		
4.9.1	4.9 Additional requirements for single pilot operations under the instrument flight rules (IFR) or at night 4.9.1 An aeroplane shall not be operated under the IFR or at night by a single pilot unless approved by the State of the Operator.	Reg. (EU) 965/2012:ORO.FC.202	☒	☐	☐	☐	☐	☐		This is approved through the general approval of the training

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			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
										programme and by issuing the AOC.
4.9.2	4.9.2 An aeroplane shall not be operated under the IFR or at night by a single pilot unless: a) the flight manual does not require a flight crew of more than one; b) the aeroplane is propeller-driven; c) the maximum approved passenger seating configuration is not more than nine; d) the maximum certificated take-off mass does not exceed 5 700 kg; e) the aeroplane is equipped as described in 6.23; and f) the pilot-in-command has satisfied requirements of experience, training, checking and recency described in 9.4.5.	Reg. (EU) 965/2012:ORO.FC.200 pt. (c);ORO.FC.202	☐	☐	☐	☒	☐	☐	Partially implemented. European rules do not have provisions for maximum certificated take-off mass (MCTOM). However there is a limitation in the number of passenger to less than 9.	

—	European Union Aviation Safety Agency-Annex 6 Amendment 48	State Reference	Difference					Not Applicable	Details of Difference	Remarks
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				Level of implementation of SARPs			Siginificant Difference			
	Annex Standard or Recommended Practice			A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
4.10.1	4.10 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).* 4.10.1 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 of the Operator shall establish: a) prescriptive regulations for flight time, flight duty period, duty period limitations and rest period requirements; and b) where authorizing the operator to use a Fatigue Risk Management System (FRMS) to manage fatigue, FRMS regulations.	Reg. (EU) 965/2012:ORO.FTL.120	☒	☐	☐	☐	☐	☐		
4.10.2	4.10.2 The State of the Operator shall require that the operator, in compliance with 4.10.1 and for the purposes of managing its fatigue-related safety risks, establish either: a) flight time, flight duty period, duty period limitations and rest period requirements that are	Reg. (EU) 965/2012:ORO.FTL.205, ORO.FTL.235, ORO.FTL.120 ;	☒	☐	☐	☐	☐	☐		

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	within the prescriptive fatigue management regulations established by the State of the Operator; or b) a Fatigue Risk Management System (FRMS) in compliance with 4.10.6 for all operations; or c) an FRMS in compliance with 4.10.6 for part of its operations and the requirements of 4.10.2 a) for the remainder of its operations. *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.*	ORO.FTL.210								
4.10.3	4.10.3 Where the operator adopts prescriptive fatigue management regulations for part or all of its operations, the State of the Operator 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.	Reg. (EU) 965/2012:ORO.FTL.125 pt.(b), (c)	☒	☐	☐	☐	☐	☐		
4.10.4	4.10.4 The State of the Operator shall 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	Reg. (EU) 965/2012:ORO.FTL.125 pt.(b)(d);	☒	☐	☐	☐	☐	☐		

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	equivalent to, or better than, the prescriptive fatigue management regulations.	ARO.OPS.235 pt. (b), (c) and (d)								
4.10.5	4.10.5 States that approve the operator's FRMS shall establish a process to ensure that an FRMS provides a level of safety equivalent to, or better than, the prescriptive fatigue management regulations. As part of this process, the State of the Operator shall: a) require that the operator establish maximum values for flight times and/or flight duty periods(s) and duty period(s), and minimum values for rest periods. These values shall be based upon scientific principles and knowledge, subject to safety assurance processes, and acceptable to the State of the Operator; b) mandate a decrease in maximum values and an increase in minimum values in the event that the operator's data indicates these values are too high or too low, respectively; and c) approve any increase in maximum values or decrease in minimum values only after evaluating the operator's justification for such changes, based on accumulated FRMS experience and fatigue-related data. *Note.— Safety assurance processes are described in Appendix 7.*	Reg. (EU) 965/2012:ORO.FTL.125	☒	☐	☐	☐	☐	☐		

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4.10.6	4.10.6 Where the operator implements an FRMS to manage fatigue-related safety risks, the operator shall, as a minimum: a) incorporate scientific principles and knowledge within the FRMS; b) identify fatigue-related safety hazards and the resulting risks on an ongoing basis; c) ensure that remedial actions, necessary to effectively mitigate the risks associated with the hazards, are implemented promptly; d) provide for continuous monitoring and regular assessment of the mitigation of fatigue risks achieved by such actions; and e) provide for continuous improvement to the overall performance of the FRMS. *Note 1.— Detailed requirements for an FRMS are in Appendix 7.* *Note 2.— Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 to Annex 19.*	Reg. (EU) 965/2012:ORO.FTL.120	☒	☐	☐	☐	☐	☐		
4.10.7	4.10.7 **Recommendation.—** *States should require that, where the operator has an FRMS, it is integrated with the operator's SMS.*	Reg. (EU) 965/2012:ORO.FTL.120	☒	☐	☐	☐	☐	☐		

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	Note.— The integration of FRMS and SMS is described in the Manual for the Oversight of Fatigue Management Approaches *(Doc 9966).*	pt. (a)								
4.10.8	4.10.8 The operator shall maintain records for all its flight and cabin crew members of flight time, flight duty periods, duty periods, and rest periods for a period of time specified by the State of the Operator.	Reg. (EU) 965/2012:ORO.FTL.245	☒	☐	☐	☐	☐	☐		
5.1.1	CHAPTER 5. AEROPLANE PERFORMANCE OPERATING LIMITATIONS 5.1 General 5.1.1 Aeroplanes shall be operated in accordance with a comprehensive and detailed code of performance established by the State of Registry in compliance with the applicable Standards of this chapter.	Reg. (EU) 965/2012: CAT.POL.A.100	☐	☐	☒	☐	☐	☐	Other means of compliance.In the EU system, the responsibilities of the State of the Registry are assumed by the State of the Operator.	

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			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
5.1.2	5.1.2 Except as provided in 5.4, single-engine aeroplanes shall only be operated in conditions of weather and light, and over such routes and diversions therefrom, that permit a safe forced landing to be executed in the event of engine failure.	Reg. (EU) 965/2012: CAT.OP.MPA.136	☒	☐	☐	☐	☐	☐		
5.1.3	5.1.3 **Recommendation.—** *For aeroplanes for which Parts IIIA and IIIB of Annex 8 are not applicable because of the exemption provided for in Article 41 of the Convention, the State of Registry should ensure that the level of performance specified in 5.2 should be met as far as practicable.*	Reg. (EU) 965/2012: CAT.POL.A.100	☒	☐	☐	☐	☐	☐		
5.2.1	5.2 Applicable to aeroplanes certificated in accordance with Parts IIIA and IIIB of Annex 8 5.2.1 The Standards contained in 5.2.2 to 5.2.11 inclusive are applicable to the large aeroplanes to which Parts IIIA and IIIB of Annex 8 are applicable. *Note.— The following Standards do not include quantitative specifications comparable to those found in national airworthiness codes. In accordance with 5.1.1, they are to be supplemented by national requirements prepared by Contracting States.*	Reg. (EU) 965/2012: Article 1	☒	☐	☐	☐	☐	☐		
5.2.2	5.2.2 The level of performance defined by the appropriate parts of the comprehensive and detailed	Reg. (EU) 965/2012:CA	☒	☐	☐	☐	☐	☐		

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	national code referred to in 5.1.1 for the aeroplanes designated in 5.2.1 shall be at least substantially equivalent to the overall level embodied in the Standards of this chapter.	T.POL.A.100 pt. (b)								
5.2.3	5.2.3 An aeroplane shall be operated in compliance with the terms of its certificate of airworthiness and within the approved operating limitations contained in its flight manual.	Reg. (EU) 2018/1139:Annex V pt. 2.c, 4.1, 4.2	☒	☐	☐	☐	☐	☐		
5.2.4	5.2.4 The State of Registry shall take such precautions as are reasonably possible to ensure that the general level of safety contemplated by these provisions is maintained under all expected operating conditions, including those not covered specifically by the provisions of this chapter.	Reg. (EU) 965/2012:ARO.GEN.300; CAT.POL.A.100	☐	☐	☒	☐	☐	☐	Other means of compliance.In the EU system, the responsibilities of the State of the Registry are assumed by the State of the Operator.	
5.2.5	5.2.5 A flight shall not be commenced unless the performance information provided in the flight	Reg. (EU) 965/2012:CA	☒	☐	☐	☐	☐	☐		

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	manual, supplemented as necessary with other data acceptable to the State of the Operator, indicates that the Standards of 5.2.6 to 5.2.11 can be complied with for the flight to be undertaken.	T.POL.A.200 .Reg. (EU) 2018/1139:Annex V, pt. 4.4								
5.2.6	5.2.6 In applying the Standards of this chapter, account shall be taken of all factors that significantly affect the performance of the aeroplane, including but not limited to: the mass of the aeroplane, the operating procedures, the pressure-altitude appropriate to the elevation of the aerodrome, the runway slope, the ambient temperature, the wind, and surface conditions of the runway at the expected time of use, i.e. presence of snow, slush, water, and/or ice for landplanes, water surface condition for seaplanes. Such factors shall be taken into account directly as operational parameters or indirectly by means of allowances or margins, which may be provided in the scheduling of performance data or in the comprehensive and detailed code of performance in accordance with which the aeroplane is being operated. *Note.— Guidelines for using runway surface condition information on board aircraft in accordance with 4.4.11 are contained in the* Aeroplane Performance Manual *(Doc 10064).*	Reg. (EU) 965/2012:CAT.POL.A.105 , CAT.POL.A.200, CAT.POL.A.205	☒	☐	☐	☐	☐	☐		
5.2.7	5.2.7 Mass limitations	R.(EU) 2018/1139:A	☒	☐	☐	☐	☐	☐		

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			No	Yes						
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	a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 5.2.8 is complied with, or the mass at which 5.2.9, 5.2.10 and 5.2.11 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 5.2.9 and 5.2.10 and, in respect of alternate aerodromes, 5.2.7 c) and 5.2.11. b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight manual for the pressure-altitude appropriate to the elevation of the aerodrome, and, if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition. c) In no case shall the estimated mass for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure-altitude appropriate to the elevation of those aerodromes, and if used as a parameter to determine the maximum landing mass, any other local atmospheric condition. d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification Standards in Annex 16,	nnex V pt. 4 and 6.1.c.Reg. (EU) 965/2012:CAT.POL.A.105, CAT.POL.A.205, CAT.POL.A.215, CAT.POL.A.220, CAT.POL.A.225.								

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	Volume I, unless otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated.									
5.2.8	5.2.8 *Take-off.* The aeroplane shall be able, in the event of a critical engine failing, or for other reasons, at any point in the take-off, either to discontinue the take-off and stop within the accelerate-stop distance available, or to continue the take-off and clear all obstacles along the flight path by an adequate vertical or horizontal distance until the aeroplane is in a position to comply with 5.2.9. When determining the resulting take-off obstacle accountability area, the operating conditions, such as the crosswind component and navigation accuracy, must be taken into account.	Reg. (EU) 965/2012:CAT.POL.A.210	☒	☐	☐	☐	☐	☐		
5.2.8.1	5.2.8.1 In determining the length of the runway available, account shall be taken of the loss, if any, of runway length due to alignment of the aeroplane prior to take-off.	Reg. (EU) 965/2012:CAT.POL.A.205 pt. (c)(6)	☒	☐	☐	☐	☐	☐		
5.2.9	5.2.9 *En route — one-engine-inoperative*. The aeroplane shall be able, in the event of the critical engine becoming inoperative at any point along the route or planned diversions therefrom, to continue the flight to an aerodrome at which the Standard of 5.2.11 can be met, without flying below the minimum flight altitude at any point.	Reg. (EU) 965/2012:CAT.POL.A.215 pt. (c)	☒	☐	☐	☐	☐	☐		

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5.2.10	5.2.10 *En route — two engines inoperative.* In the case of aeroplanes having three or more engines, on any part of a route where the location of en-route alternate aerodromes and the total duration of the flight are such that the probability of a second engine becoming inoperative must be allowed for if the general level of safety implied by the Standards of this chapter is to be maintained, the aeroplane shall be able, in the event of any two engines becoming inoperative, to continue the flight to an en-route alternate aerodrome and land.	Reg. (EU) 965/2012:CAT.POL.A.220	☐	☒	☐	☐	☐	☐	The EU rule provides stricter and more detailed requirements.	
5.2.11	5.2.11 *Landing.* The aeroplane shall, at the aerodrome of intended landing and at any alternate aerodrome, after clearing all obstacles in the approach path by a safe margin, be able to land, with assurance that it can come to a stop or, for a seaplane, to a satisfactorily low speed, within the landing distance available. Allowance shall be made for expected variations in the approach and landing techniques, if such allowance has not been made in the scheduling of performance data. *Note.— Guidelines on appropriate margins for the "at time of landing" distance assessment is contained in the* Aeroplane Performance Manual *(Doc 10064).*	Reg. (EU) 965/2012:CAT.POL.A.225 ,CAT.POL.A.230, CAT.POL.A.235	☒	☐	☐	☐	☐	☐		

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5.3.1	5.3 Obstacle data 5.3.1 Obstacle data shall be provided to enable the operator to develop procedures to comply with 5.2.9. *Note.— See Annex 4 and Annex 15, Chapter 5 and Appendix 1 and the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM), Chapter 5 for methods of presentation of certain obstacle data.*		☐	☐	☐	☐	☐	☒		National competence
5.3.2	5.3.2 The operator shall take account of charting accuracy when assessing compliance with 5.2.8.	Reg. (EU) 965/2012:CAT.POL.A.105 (d).	☒	☐	☐	☐	☐	☐		
5.4.1	5.4 Additional requirements for operations of single-engine turbine-powered aeroplanes at night and/or in Instrument Meteorological Conditions (IMC) 5.4.1 In approving operations by single-engine turbine-powered aeroplanes at night and/or in IMC, the State of the Operator shall ensure that the airworthiness certification of the aeroplane is appropriate and that the overall level of safety intended by the provisions of Annexes 6 and 8 is provided by: a) the reliability of the turbine engine;	Reg. (EU) 965/2012:CAT.POL.A.300;SPA.SET-IMC.105;SPA.SET-IMC.110.	☐	☒	☐	☐	☐	☐	EU Rules require the operators to ensure that the routes and cruising altitudes are selected so as to have a landing site within	

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	b) the operator's maintenance procedures, operating practices, flight dispatch procedures and crew training programmes; and c) equipment and other requirements provided in accordance with Appendix 3.								gliding range. Additional protection considering the geographic characteristics of the European territory.	
5.4.2	5.4.2 All single-engine turbine-powered aeroplanes operated at night and/or in IMC shall have an engine trend monitoring system, and those aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 2005 shall have an automatic trend monitoring system. _____	Reg. (EU) 965/2012:SPA.SET-IMC.105(b)(1)	☒	☐	☐	☐	☐	☐		
6.1.1	CHAPTER 6. AEROPLANE INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS	Reg. (EU) 965/2012:CAT.IDE.A.100 pt. (a)	☒	☐	☐	☐	☐	☐		Part-CAT refers to Reg. (EU) 748/201

	Note.— Specifications for the provision of aeroplane communication and navigation equipment are contained in Chapter 7. 6.1 General 6.1.1 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 aeroplanes according to the aeroplane used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be approved or accepted by the State of Registry.									2 for approval of equipment and its installation.No approval required for spare fuses, independent portable lights, time piece, chart holder, first-aid kits, child restraint
6.1.2	6.1.2 An aeroplane shall carry a certified true copy of the air operator certificate specified in Chapter 4, 4.2.1, and a copy of the operations specifications relevant to the aeroplane, issued in conjunction with the certificate. When the certificate and the associated	Reg. (EU) 965/2012:CAT.GEN.MPA.180 pt. (a)(5) and	☒	☐	☐	☐	☐	☐		

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	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 4.2.1.5 and 4.2.1.6.*	(a)(6)								
6.1.3	6.1.3 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 aeroplane's compliance with the airworthiness requirements applicable in the State of Registry. *Note.— Attachment C contains guidance on the minimum equipment list.*	Reg. (EU) 2018/1139:Art. 30 pt. 5.c. Annex V pt. 2.c.Reg. (EU) 965/2012:ORO.MLR.105; AMC3 ORO.GEN.MLR.100	☒	☐	☐	☐	☐	☐		
6.1.4	6.1.4 The operator shall provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles.	R.(EU) 2018/1139:Annex V pt. 8.2.Reg. (EU) 965/2012:ORO.MLR.100(f) and (k); AMC3	☒	☐	☐	☐	☐	☐		

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	Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual *(Doc 9683).*	ORO.MLR.100								
6.1.5	**6.1.5 Aeroplane operated under an Article 83 *bis* agreement** *Note.— Guidance concerning the transfer of responsibilities by the State of Registry to the State of the Operator in accordance with Article 83* bis *is contained in the* Manual on the Implementation of Article 83 *bis* of the Convention on International Civil Aviation *(Doc 10059).*		☐	☐	☐	☐	☐	☐		
6.1.5.1	6.1.5.1 An aeroplane, when operating under an Article 83 *bis* agreement entered into between the State of Registry and the State of the Operator, shall carry a certified true copy of the agreement summary, in either an electronic or hard copy format. When the summary is issued in a language other than English, an English translation shall be included. *Note.— Guidance regarding the agreement summary is contained in the* Manual on the Implementation of Article 83 *bis* of the Convention on International Civil Aviation *(Doc 10059).*		☐	☐	☐	☒	☐	☐	Not implemented.	EASA will assess the transposition of this new standard in the European rules in its standing rulemaki

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										ng task on the regular update of the air operations rules (RMT.0392).
6.1.5.2	6.1.5.2 The agreement summary of an Article 83 *bis* agreement shall be accessible to a civil aviation safety inspector to determine which functions and duties are transferred under the agreement by the State of Registry to the State of the Operator, when conducting surveillance activities, such as ramp checks. *Note.— Guidance for the civil aviation safety inspector conducting an inspection of an aeroplane operated under an Article 83* bis *agreement is contained in the* Manual of Procedures for Operations Inspection, Certification and Continued Surveillance *(Doc 8335).*		☐	☐	☐	☒	☐	☐	Not implemented.	EASA will assess the transposition of this new standard in the European rules in its standing rulemaking task on the regular update of the air

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										operations rules (RMT.0392).
6.1.5.3	6.1.5.3 The agreement summary shall be transmitted to ICAO together with the Article 83 *bis* agreement for registration with the ICAO Council by the State of Registry or the State of the Operator. *Note.— The agreement summary transmitted with the Article 83* bis *agreement registered with the ICAO Council contains the list of all aircraft affected by the agreement. However, the certified true copy to be carried on board, as per 6.1.5.1, will need to list only the specific aircraft carrying the copy.*		☐	☐	☐	☒	☐	☐	Not implemented.	EASA will assess the transposition of this new standard in the European rules in its standing rulemaking task on the regular update of the air operations rules (RMT.0392).

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6.1.5.4	6.1.5.4 **Recommendation.**— *The agreement summary should contain the information in Appendix 10 for the specific aircraft and should follow the layout of Appendix 10, paragraph 2.*		☐	☐	☐	☒	☐	☐		Not implemented. EASA will assess the transposition of this new standard in the European rules in its standing rulemaking task on the regular update of the air operations rules (RMT.0392).
6.2.1	6.2 All aeroplanes on all flights	R. (EU) 2018/1139:Annex V Item	☒	☐	☐	☐	☐	☐		

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	6.2.1 An aeroplane shall be equipped with instruments which will enable the flight crew to control the flight path of the aeroplane, carry out any required procedural manoeuvres and observe the operating limitations of the aeroplane in the expected operating conditions.	5.1. Reg. (EU) 965/2012:CAT.IDE.A.125, CAT.IDE.A.130, CAT.IDE.A.135, CAT.IDE.A.140								
6.2.2	6.2.2 An aeroplane shall be equipped with: a) accessible and adequate medical supplies; **Recommendation.—** *Medical supplies should comprise:* *1) one or more first-aid kits for the use of cabin crew in managing incidents of ill health; and* *2) for aeroplanes required to carry cabin crew as part of the operating crew, one universal precaution kit (two for aeroplanes authorized to carry more than 250 passengers) for the use of cabin crew members 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; and*	Reg. (EU) 965/2012:On a): CAT.IDE.A.220 and CAT.IDE.A.225; On b): CAT.IDE.A.250; On c): CAT.IDE.A.205; On d): CAT.IDE.A.210 and CAT.OP.MPA.170;On e): CAT.IDE.A.110	☒	☐	☐	☐	☐	☐		

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			No	Yes							
				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
	3) for aeroplanes authorized to carry more than 100 passengers, on a sector length of more than two hours, a medical kit, for the use of medical doctors or other qualified persons in treating in-flight medical emergencies. *Note.— Guidance on the types, number, location and contents of the medical supplies is given in Attachment A.* b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in: 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 aeroplane may count as one prescribed.* *Note 2.— Refer to 6.2.2.1 for fire extinguishing agents.*									

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			No	Yes							
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				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
	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.—** *The safety harness for each pilot seat should incorporate a device to prevent a suddenly incapacitated pilot from interfering with the flight controls*. *Note.— 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 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) spare electrical fuses of appropriate ratings for replacement of those accessible in flight.									
6.2.2.1	6.2.2.1 Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2011 and any extinguishing agent used in a portable fire extinguisher in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall: 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 Layer*, Annex A, Group II. *Note.— Information concerning extinguishing agents is contained in the* UNEP Halons Technical Options Committee Technical Note No. 1 – New	R.(EU) 965/2012:ORO.AOC.100 pt. (c)(1).Reg. (EU) 2019/133, amending Part-26:26.170 and 26.400	☐	☐	☐	☒	☐	☐	Partially implemented:Only for Large Aeroplanes : Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable)	

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	Technology Halon Alternatives *and* FAA Report No. DOT/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.									
6.2.3	6.2.3 An aeroplane shall carry: a) the operations manual prescribed in Chapter 4, 4.2.3, or those parts of it that pertain to flight operations; b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 5 and any other information necessary for the operation of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual; and c) 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.	Reg. (EU) 965/2012:CAT.GEN.MPA.180 pt. (a)(15), (a)(1) and (a)(12).	☒	☐	☐	☐	☐	☐		
6.2.4.1	6.2.4 Marking of break-in points 6.2.4.1 If areas of the fuselage suitable for break-in by rescue crews in an emergency are marked on an aeroplane, such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background.	Reg. (EU) 965/2012: CAT.IDE.A.260;AMC1 CAT.IDE.A.260	☒	☐	☐	☐	☐	☐		

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6.2.4.2	6.2.4.2 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 aeroplane to have break-in areas.* MARKING OF BREAK-IN POINTS (see 6.2.4)	Reg. (EU) 965/2012: CAT.IDE.A.260;AMC1 CAT.IDE.A.260	☒	☐	☐	☐	☐	☐		

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6.3	6.3 Flight recorders *Note 1.— Crash-protected flight recorders comprise one or more of the following:* — *a flight data recorder (FDR),* — *a cockpit voice recorder (CVR),* — *an airborne image recorder (AIR),* — *a data link recorder (DLR).* *As per Appendix 8, image and data link information may be recorded on either the CVR or the FDR.* *Note 2.— Lightweight flight recorders comprise one or more of the following:* — *an aircraft data recording system (ADRS),* — *a cockpit audio recording system (CARS),* — *an airborne image recording system (AIRS),* — *a data link recording system (DLRS).* *As per Appendix 8, image and data link information may be recorded on either the CARS or the ADRS.*	Reg (EU) 965/2012 CAT.IDE.A.191 Notes 1 and 2: Reg. (EU) 965/2012 Annex I GM 27 Note 4: AMC1 CAT.IDE.A.190 For 6.3.1.1: CAT.IDE.A.190 (b) (3) & (b)(5) Reg. (EU) 965/2012	☐	☐	☐	☒	☐	☐	Airborne image recorders and lightweight flight recorder are not required. For installation requirements, refer to applicable certification specifications (CS 25.1457 for CVR and CS 25.1459 for FDR). For equipment design requiremen	

	Note 3.— Detailed requirements on flight recorders are contained in Appendix 8. *Note 4.— For aeroplanes 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 Specifications (MOPS), or earlier equivalent documents.* *Note 5.— For aeroplanes 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 6.— Specifications applicable to lightweight flight recorders may be found in EUROCAE ED-155, Minimum Operational Performance Specification (MOPS), or equivalent documents.* *Note 7.— Chapter 3 contains requirements for States regarding the use of voice, image and/or data recordings and transcripts.*								ts, refer to applicable ETSOs (C123 for CVR, C124 for FDR, C176 for AIR ,C177 for DLR, 2C197 for ADRS and CARS)	
6.3.1	6.3.1 Flight data recorders and aircraft data recording systems		☐	☐	☐	☐	☐	☒		

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	Note.—Parameters to be recorded are listed in Tables A8-1 and A8-3 of Appendix 8.									
6.3.1.1.1	6.3.1.1 *Applicability* 6.3.1.1.1 All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less for which the application for type certification is submitted to a Contracting State on or after 1 January 2016 shall be equipped with: a) an FDR which shall record at least the first 16 parameters listed in Table A8-1 of Appendix 8; 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 2.2.3 of Appendix 8; or c) an ADRS which shall record at least the first 7 parameters listed in Table A8-3 of Appendix 8. *Note 1.— "The application for type certification is submitted to a Contracting State" refers to the date of application of the original "Type Certificate" for the aeroplane type, not the date of certification of particular aeroplane variants or derivative models.*	Reg. (EU) 965/2012:CAT.IDE.A.190 pt. (a)(3) and (b)(5);CAT.IDE.A.191 pt.(b); AMC1 CAT.IDE.A.191	☐	☐	☐	☒	☐	☐	Partially implemented:For those light aeroplanes first issued with an individual CofA before 5 September 2022, only those that are multi-engine turbine powered and have a MOPSC of more than 9 are required to carry a flight recorder.In	CAT.IDE.A.191 (containing lightweight flight recorder requirements) applies to turbine-engine aeroplanes with MCTOM of 2250 kg or more and MOPSC of more than 9 and first

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			No	Yes							
				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
	Note 2.— AIR or AIRS classification is defined in 6.2 of Appendix 8.									addition, turbine-engined aeroplanes with a MCTOM of less than 2 250 kg and a MOPSC of 9 or less are not required to carry a flight recorder, whatever their date of issuance of the individual CofA. If an ADRS is used, there is currently no EU requirement addressing the	issued with an individual CofA on or after 5 Sept. 2022. CAT.IDE.A.190 (a)(3) applies to multi-engine turbine-powered aeroplanes with an MCTOM of 5 700 kg or less. CAT.IDE.A.190 (b)(5) is applicable to aeroplanes delivere

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									reliability of its power source.	d an individual CofA on or after 1 January 2016.
6.3.1.1.2	6.3.1.1.2 **Recommendation.—** *All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2016 should be equipped with:* *a) an FDR which should record at least the first 16 parameters listed in Table A8-1 of Appendix 8; 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 2.2.3 of Appendix 8; or* *c) an ADRS which should record at least the first 7 parameters listed in Table A8-3 of Appendix 8.*	Reg. (EU) 965/2012:CAT.IDE.A.191 pt. (b);AMC1 CAT.IDE.A.191	☐	☐	☐	☒	☐	☐		Partially implemented.For those light aeroplanes first issued with an individual CofA before 5 September 2022, only those that are multi-engine turbine powered and have a

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			No	Yes							
				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
											MOPSC of more than 9 are required to carry a flight recorder .In addition, turbine-engined aeroplanes with a MCTOM of less than 2 250 kg and a MOPSC of 9 or less are not required to carry a flight recorder , whatever their date of

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference						Not Applicable	Details of Difference	Remarks
			No	Yes							
				Level of implementation of SARPs				Significant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
											issuance of the individual CofA.The scope of CAT.IDE.A.191 covers only aeroplanes with an individual CofA first issued on or after 5/09/2022 and those aeroplanes that are not in the scope of CAT.IDE.A.190

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Siginificant Difference	Not Applicable	Details of Difference	Remarks
										.
6.3.1.1.3	6.3.1.1.3 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1989 shall be equipped with an FDR which shall record at least the first 32 parameters listed in Table A8-1 of Appendix 8.	Reg. (EU) 965/2012:CAT.IDE.A.190 pt. (a)(1) and (b)(3);AMC1.1 CAT.IDE.A.190 to AMC6 CAT.IDE.A.190	☐	☐	☒	☐	☐	☐	Different in character.CAT.IDE.A.190 (a)(1) applies to aeroplanes with an individual CofA after 1 June 1990 and MCTOM of more than 5 700 kg.CAT.IDE.A.190 (a)(2) applies to turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM	In practice, all aeroplanes with MCTOM of over 27 000 kg are turbine-engined, so that all aeroplanes with MCTOM of over 27 000 kg are captured by CAT.IDE.A.190 (a).The list of parameters to be

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes: Level of implementation of SARPs: A) More Exacting or Exceeds	Difference: Yes: Level of implementation of SARPs: B) Different in character or Other means of compliance	Difference: Yes: Level of implementation of SARPs: C) Less protective or partially implemented or not implemented	Difference: Yes: Siginificant Difference	Not Applicable	Details of Difference	Remarks
									of more than 5 700 kg.	recorded is in the AMC to CAT.IDE.A.190. In every AMC to CAT.IDE.A.190, the first 32 parameters listed in Table A8-1 are specified.
6.3.1.1.4	6.3.1.1.4 All aeroplanes of a maximum certificated take-off mass of over 5 700 kg, up to and including 27 000 kg, for which the individual certificate of airworthiness is first issued on or after 1 January 1989, shall be equipped with an FDR which shall record at least the first 16 parameters listed in Table A8-1 of Appendix 8.	Reg. (EU) 965/2012:CAT.IDE.A.190 pt. (a)(1) and (b)(2);AMC1.1 CAT.IDE.A.190 to AMC6 CAT.IDE.A.190	☐	☐	☒	☐	☐	☐	Different in character.CAT.IDE.A.190 (a)(1) applies to aeroplanes with an individual CofA after 1 June	The list of parameters to be recorded is in the AMC to CAT.IDE.A.190.

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes — Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Siginificant Difference	Not Applicable	Details of Difference	Remarks
									1990 and MCTOM of more than 5 700 kg.CAT.IDE.A.190 (a)(2) applies to turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM of more than 5 700 kg.	
6.3.1.1.5	6.3.1.1.5 **Recommendation.—** *All multi-engined turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 1990 should be equipped with an FDR which should record at least the first 16 parameters listed in Table A8-1 of Appendix 8.*	Reg. (EU) 965/2012:CAT.IDE.A.190 pt. (a)(3) and (b)(4)	☐	☐	☐	☒	☐	☐	Partially implemented	CAT.IDE.A.190 (a)(3) applies to aeroplanes with an individu

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Significant Difference	Not Applicable	Details of Difference	Remarks
										al CofA after 1 April 1998.
6.3.1.1.6	6.3.1.1.6 All turbine-engined aeroplanes, for which the individual certificate of airworthiness was first issued before 1 January 1989, with a maximum certificated take-off mass of over 5 700 kg, except those in 6.3.1.1.8, shall be equipped with an FDR which shall record at least the first 5 parameters listed in Table A8-1 of Appendix 8.	Reg. (EU) 965/2012: CAT.IDE.A.190 (a)(2) and (b)(1); AMC6 CAT.IDE.A.190	☒	☐	☐	☐	☐	☐	According to CAT.IDE.A.190 (a)(1) and (a)(2), all turbine-engined aeroplanes shall be equipped with an FDR, whatever the date of first issuance of the individual CofA.	The list of parameters to be recorded is in the AMC to CAT.IDE.A.190. In every AMC to CAT.IDE.A.190, the first 5 parameters listed in Table A8-1 are specified.
6.3.1.1.7	6.3.1.1.7 **Recommendation.—** *All turbine-engined aeroplanes, for which the individual certificate of*	Reg. (EU) 965/2012:CA	☐	☒	☐	☐	☐	☐	AMC6 CAT.IDE.	CAT.IDE.A.190

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference					Not Applicable	Details of Difference	Remarks
			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	airworthiness was first issued on or after 1 January 1987 but before 1 January 1989, with a maximum certificated take-off mass of over 5 700 kg, except those in 6.3.1.1.8, should be equipped with an FDR which should record at least the first 9 parameters listed in Table A8-1 of Appendix 8.	T.IDE.A.190 pt. (a)(2);andAMC6 CAT.IDE.A.190							A.190 (a)(1) & (a)(2) & (a)(3) applies to aeroplanes delivered an individual CofA before 1 June 1990	(a) captures all turbine-engined aeroplanes with an individual CofA before 1 June 1990 and MCTOM of more than 5 700 kg.The list of parameters is given in AMC6 CAT.IDE.A.190 and it contains the first 9

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes: Level of implementation of SARPs: A) More Exacting or Exceeds	Difference: Yes: Level of implementation of SARPs: B) Different in character or Other means of compliance	Difference: Yes: Level of implementation of SARPs: C) Less protective or partially implemented or not implemented	Difference: Yes: Siginificant Difference	Not Applicable	Details of Difference	Remarks
										parameters of table A8-1.
6.3.1.1.8	6.3.1.1.8 All turbine-engined aeroplanes, for which the individual certificate of airworthiness was first issued on or after 1 January 1987 but before 1 January 1989, with a maximum certificated take-off mass of over 27 000 kg that are of types of which the prototype was certificated by the appropriate national authority after 30 September 1969 shall be equipped with an FDR which shall record at least the first 16 parameters listed in Table A8-1 of Appendix 8.	Reg. (EU) 965/2012:CAT.IDE.A.190 pt. (a)(2);AMC6 CAT.IDE.A.190	☐	☒	☐	☐	☐	☐	According to AMC6 CAT.IDE.A.190 para (a)(4) the FDR shall record 32 parameters if installed in aeroplanes with an MCTOM exceeding 27 000 kg when the following conditions are met: (i) sufficient capacity is available on a flight	CAT.IDE.A.190 (a)(2) applies to all turbine-engined aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA before 1 June 1990 whatever the date of prototyp

									recorder system; (ii) the sensor is readily available; and (iii) a change is not required in the equipment that generates the data. CAT.IDE.A.190 (a)(2) applies to all turbine-engined aeroplanes with a MCTOM of over 5700 kg and first issued with an	e certification. The list of parameters are given in AMC6 to CAT.IDE.A.190 and it contains the first 16 parameters of table A8-1.

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes: Level of implementation of SARPs: A) More Exacting or Exceeds	Difference: Yes: Level of implementation of SARPs: B) Different in character or Other means of compliance	Difference: Yes: Level of implementation of SARPs: C) Less protective or partially implemented or not implemented	Difference: Yes: Siginificant Difference	Not Applicable	Details of Difference	Remarks
									individual CofA before 1 June 1990 whatever the date of prototype certification.	
6.3.1.1.9	6.3.1.1.9 **Recommendation.—** *All turbine-engined aeroplanes, for which the individual certificate of airworthiness was first issued before 1 January 1987, with a maximum certificated take-off mass of over 27 000 kg that are of types of which the prototype was certificated by the appropriate national authority after 30 September 1969 should be equipped with an FDR which should record, in addition to the first 5 parameters listed in Table A8-1 of Appendix 8, such additional parameters as are necessary to meet the objectives of determining:* *a) the attitude of the aeroplane in achieving its flight path; and* *b) the basic forces acting upon the aeroplane resulting in the achieved flight path and the origin of such basic forces.*	Reg. (EU) 965/2012:CAT.IDE.A.190 pt. (a)(2);AMC6 CAT.IDE.A.190	☐	☒	☐	☐	☐	☐	According to AMC6 CAT.IDE.A.190 the FDR shall record 16 parameters if installed in aeroplanes with an MCTOM exceeding 27 000 kg that are of a type first type certified after 30 September 1969	CAT.IDE.A.190 (a)(2) applies to all turbine-engined aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA before 1 June 1990

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference						Not Applicable	Details of Difference	Remarks
			No	Yes							
				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
										except Ground spoiler position and/or speed brake selection, Outside air temperature (OAT) or total air temperature and Autopilot operating modes, autothrottle and AFCS, systems engagement status and operating modes when any of the next conditions are met: (1) sufficient	whatever the date of prototype certification.The list of parameters are given in AMC6 to CAT.IDE.A.190 and it contains the first 5 parameters of table A8-1.

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes: Level of implementation of SARPs: A) More Exacting or Exceeds	Difference: Yes: Level of implementation of SARPs: B) Different in character or Other means of compliance	Difference: Yes: Level of implementation of SARPs: C) Less protective or partially implemented or not implemented	Difference: Yes: Siginificant Difference	Not Applicable	Details of Difference	Remarks
									capacity is not available on a flight recorder system; (2) the sensor is not readily available; and (3) a change is required in the equipment that generates the data. All other parameters exceed those recommended in the SARP	
6.3.1.1.10	6.3.1.1.10 All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued after 1 January 2005 shall be equipped with an FDR which	Reg. (EU) 965/2012:CAT.IDE.A.190 pt. (a)(1);AMC1.	☐	☐	☐	☒	☐	☐	Partially implemented.CAT.IDE.A.190 (a)(1)	

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference						Not Applicable	Details of Difference	Remarks
			No	Yes							
				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
	shall record at least the first 78 parameters listed in Table A8-1 of Appendix 8.	1 CAT.IDE.A.190;AMC1.2 CAT.IDE.A.190;AMC2 CAT.IDE.A.190								applies to all aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA on or after 1 June 1990.However, in the case where the aeroplane was first issued an individual CofA between 1 January 2005 and 1 January 2016, AMC2 CAT.IDE.A.190 is	

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes: Level of implementation of SARPs: A) More Exacting or Exceeds	Difference: Yes: Level of implementation of SARPs: B) Different in character or Other means of compliance	Difference: Yes: Level of implementation of SARPs: C) Less protective or partially implemented or not implemented	Difference: Yes: Siginificant Difference	Not Applicable	Details of Difference	Remarks
									applicable and it does not specify all of the first 78 parameters listed in table A8-1.	
6.3.1.1.11	6.3.1.1.11 All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2023 shall be equipped with an FDR capable of recording at least the 82 parameters listed in Table A8-1 of Appendix 8.	Reg. (EU) 965/2012:CAT.IDE.A.190 pt. (a)(1);AMC1.2 CAT.IDE.A.190.	☐	☒	☐	☐	☐	☐	CAT.IDE.A.190 (a)(1) applies to all aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA on or after 1 June 1990.	AMC1.2 CAT.IDE.A.190 is applicable to aeroplanes first issued with an individual CofA on or after 1 January 2023. AMC1.2 CAT.IDE.A.190 specifies the 82

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes: Level of implementation of SARPs: A) More Exacting or Exceeds	Difference: Yes: Level of implementation of SARPs: B) Different in character or Other means of compliance	Difference: Yes: Level of implementation of SARPs: C) Less protective or partially implemented or not implemented	Difference: Yes: Siginificant Difference	Not Applicable	Details of Difference	Remarks
										parameters listed in table A8-1.
6.3.1.1.12	6.3.1.1.12 **Recommendation.—** *All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2023 shall be equipped with an FDR capable of recording at least the 82 parameters listed in Table A8-1 of Appendix 8.*	Reg. (EU) 965/2012:CAT.IDE.A.190 pt. (a)(1);AMC1.2 CAT.IDE.A.190.	☒	☐	☐	☐	☐	☐		CAT.IDE.A.190 (a)(1) applies to all aeroplanes with a MCTOM of over 5700 kg and first issued with an individual CofA on or after 1 June 1990.AMC1.2 CAT.IDE.A.190 is

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Siginificant Difference	Not Applicable	Details of Difference	Remarks
										applicable to aeroplanes first issued with an individual CofA on or after 1 January 2023. AMC1.2 CAT.IDE.A.190 specifies the 82 parameters listed in table A8-1.
6.3.1.2	6.3.1.2 *Recording technology* FDRs or ADRS shall not use engraving metal foil, frequency modulation (FM), photographic film or magnetic tape.	Reg. (EU) 965/2012:CAT.IDE.A.190 pt. (a)	☐	☐	☐	☒	☐	☐	Partially implemented.The use of magnetic tape for the FDR is not	CAT.IDE.A.190 requires that the FDR uses a digital

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Significant Difference	Not Applicable	Details of Difference	Remarks
									forbidden.	method of recording and storing the data, hence CAT.IDE.A.190 excludes de facto engraving metal foil and photographic film.
6.3.1.3	6.3.1.3 *Duration* All FDRs shall retain the information recorded during at least the last 25 hours of their operation, with the exception of those installed on aeroplanes referenced in 6.3.1.1.5 for which the FDR shall retain the information recorded during at least the last 30 minutes of its operation, and, in addition, sufficient information from the preceding take-off for calibration purposes.	Reg. (EU) 965/2012:CAT.IDE.A.190 (a) and (b)	☐	☒	☐	☐	☐	☐	The minimum recording duration for the FDR is 25 hours for other aeroplanes than those referenced in 6.3.1.1.5.	

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes: Level of implementation of SARPs: A) More Exacting or Exceeds	Difference: Yes: Level of implementation of SARPs: B) Different in character or Other means of compliance	Difference: Yes: Level of implementation of SARPs: C) Less protective or partially implemented or not implemented	Difference: Yes: Siginificant Difference	Not Applicable	Details of Difference	Remarks
									For aeroplanes referenced in 6.3.1.1.5, the minimum recording duration is 10 hours.	
6.3.2.1.1	6.3.2 Cockpit voice recorders and cockpit audio recording systems 6.3.2.1 *Applicability* 6.3.2.1.1 All turbine-engined aeroplanes of a maximum certificated take-off mass of over 2 250 kg, up to and including 5 700 kg, for which the application for type certification is submitted to a Contracting State on or after 1 January 2016 and required to be operated by more than one pilot shall be equipped with either a CVR or a CARS.	Reg. (EU) 965/2012:CAT.IDE.A.185 pt. (a)(2);CAT.IDE.A.191	☐	☐	☐	☒	☐	☐	Partially implemented The scope of CAT.IDE.A.185(a)(2) is limited to multi-engine turbine powered aeroplanes with a MCTOM of less than 5 700 kg.The scope of CAT.IDE.	

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Siginificant Difference	Not Applicable	Details of Difference	Remarks
									A.191 covers aircraft with an individual CofA first issued on or after 5/09/2022; no retrofit.	
6.3.2.1.2	6.3.2.1.2 **Recommendation.—** *All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2016 and required to be operated by more than one pilot should be equipped with either a CVR or a CARS.*	Reg. (EU) 965/2012:CAT.IDE.A.185 pt. (a);CAT.IDE.A.191	☐	☐	☐	☒	☐	☐		Partially implemented.The scope of CAT.IDE.A.185 (a)(2) is limited to multi-engine turbine powered aeroplanes with a MCTOM of less than 5 700 kg.The

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes: Level of implementation of SARPs: A) More Exacting or Exceeds	Difference: Yes: Level of implementation of SARPs: B) Different in character or Other means of compliance	Difference: Yes: Level of implementation of SARPs: C) Less protective or partially implemented or not implemented	Difference: Yes: Siginificant Difference	Not Applicable	Details of Difference	Remarks
										scope of CAT.IDE.A.191 covers aircraft with an individual CofA first issued on or after 5/09/2022; no retrofit.
6.3.2.1.3	6.3.2.1.3 All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1987 shall be equipped with a CVR.	Reg. (EU) 965/2012:CAT.IDE.A.185 pt. (a)(1)	☐	☒	☐	☐	☐	☐	CAT.IDE.A.185 pt. (a)(1) is applicable to all aeroplanes with a MCTOM of more than 5 700 kg, irrespective of the date of first	

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Siginificant Difference	Not Applicable	Details of Difference	Remarks
									issuance of the CofA.	
6.3.2.1.4	6.3.2.1.4 All turbine-engined aeroplanes, for which the individual certificate of airworthiness was first issued before 1 January 1987, with a maximum certificated take-off mass of over 27 000 kg that are of types of which the prototype was certificated by the appropriate national authority after 30 September 1969 shall be equipped with a CVR.	Reg. (EU) 965/2012:CAT.IDE.A.185 pt. (a)(1)	☐	☒	☐	☐	☐	☐	CAT.IDE.A.185 (a)(1) applies to all aeroplanes with a MCTOM exceeding 5 700 kg, be they turbine-engined or not. CAT.IDE.A.185 (a)(1) applies whatever the date of certification of the prototype.	
6.3.2.1.5	6.3.2.1.5 **Recommendation.—** *All turbine-engined aeroplanes, for which the individual certificate of airworthiness was first issued before 1 January 1987,*	CAT.IDE.A.185 (a) (1) Reg. (EU)	☐	☒	☐	☐	☐	☐		CAT.IDE.A.185 (a) (1)

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Siginificant Difference	Not Applicable	Details of Difference	Remarks
	with a maximum certificated take-off mass of over 5 700 kg up to and including 27 000 kg that are of types of which the prototype was certificated by the appropriate national authority after 30 September 1969 should be equipped with a CVR.	965/2012								applies to all aeroplanes with a MCTOM exceeding 5 700 kg, be they turbine-engined or not. CAT.IDE.A.185 (a) (1) applies whatever the date of certification of the prototype.
6.3.2.2	6.3.2.2 *Recording technology* CVRs and CARS shall not use magnetic tape or wire.	Reg. (EU) 965/2012:CAT.IDE.A.185 (d)	☒	☐	☐	☐	☐	☐		The phasing-out date was 01 January

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Significant Difference	Not Applicable	Details of Difference	Remarks
										2019.
6.3.2.3.1	6.3.2.3 *Duration* 6.3.2.3.1 All CVRs shall retain the information recorded during at least the last 2 hours of their operation.	Reg. (EU) 965/2012:CAT.IDE.A.185 pt. (c)(2)	☒	☐	☐	☐	☐	☐		Since 1 January 2019, according to CAT.IDE.A.185 pt. (c)(2), the minimum recording duration is 2 hours.
6.3.2.3.2	6.3.2.3.2 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2022 shall be equipped with a CVR which shall retain the information recorded during at least the last 25 hours of its operation.	Reg. (EU) 965/2012:CAT.IDE.A.185 (a), (c)(1)	☒	☐	☐	☐	☐	☐		
6.3.2.3.3	6.3.2.3.3 All aeroplanes that are required to be equipped with CARS, and for which the individual certificate of airworthiness is first issued on or after 1	Reg. (EU) 965/2012:	☒	☐	☐	☐	☐	☐		

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Siginificant Difference	Not Applicable	Details of Difference	Remarks
	January 2025, shall be equipped with a CARS which shall retain the information recorded during at least the last two hours of their operation.	CAT.IDE.A.185								
6.3.2.4.1	6.3.2.4 *Cockpit voice recorder alternate power source* 6.3.2.4.1 An alternate power source shall automatically engage and provide 10 minutes, plus or minus one minute, of operation whenever aeroplane power to the recorder ceases, either by normal shutdown or by any other loss of power. The alternate power source shall power the CVR and its associated cockpit area microphone components. The CVR shall be located as close as practicable to the alternate power source. *Note 1.— "Alternate" means separate from the power source that normally provides power to the CVR. The use of aeroplane batteries or other power sources is acceptable provided that the requirements above are met and electrical power to essential and critical loads is not compromised.* *Note 2.— When the CVR function is combined with other recording functions within the same unit, powering the other functions is allowed.*	Reg.(EU) 748/2012:Annex I (Part 21):21.B.80; CS-25:25.1457; AMC 25.1457. Reg. (EU) 965/2012:CAT.IDE.A.185; AMC1.CAT.IDE.A.185	☒	☐	☐	☐	☐	☐	Not implemented.	
6.3.2.4.2	6.3.2.4.2 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2018 shall be	Reg.(EU) 748/2012:Annex I (Part 21):21.B.80;	☐	☐	☐	☒	☐	☐	Partially implemented.An alternate	CAT.IDE.A.185 point (i) contains

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Siginificant Difference	Not Applicable	Details of Difference	Remarks
	provided with an alternate power source, as defined in 6.3.2.4.1, that powers the forward CVR in the case of combination recorders.	CS-25:25.1457.Reg. (EU) 965/2012:CAT.IDE.A.185							power source for the CVR is required for aeroplanes with an MCTOM of over 27 000 kg and first issued with an individual CofA on or after 5 September 2022, whatever the date of application for type certification.	the alternate power source requirement.
6.3.2.4.3	6.3.2.4.3 **Recommendation.—** *All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2018 should be provided with an alternate power source, as defined in 6.3.2.4.1, that powers at least one CVR.*	Reg. (EU) 748/2012:Annex I (Part 21):21.B.80; CS-25:25.1457.Reg. (EU)	☐	☐	☐	☒	☐	☐		Partially implemented.An alternate power source for the

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference						Not Applicable	Details of Difference	Remarks
			No	Yes							
				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
		965/2012:CAT.IDE.A.185									CVR is required for aeroplanes with an MCTOM of over 27 000 kg and first issued with an individual CofA on or after 5 September 2022.CAT.IDE.A.185 point (i) contains the alternate power source requirement.

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6.3.3.1.1	6.3.3 Data link recorders 6.3.3.1 *Applicability* 6.3.3.1.1 All aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 2016, which use any of the data link communications applications referred to in 5.1.2 of Appendix 8 and are required to carry a CVR, shall record the data link communications messages on a crash-protected flight recorder.	Reg. (EU) 965/2012:CAT.IDE.A.195	☐	☒	☐	☐	☐	☐	CAT.IDE.A.195 (a) requires recording data link communications for aeroplanes issued with an individual CofA on or after 08 April 2014.	
6.3.3.1.2	6.3.3.1.2 All aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 2016, that are required to carry a CVR and are modified on or after 1 January 2016 to use any of the data link communications applications referred to in 5.1.2 of Appendix 8, shall record the data link communications messages on a crash-protected flight recorder, unless the installed data link communications equipment is compliant with a type certificate issued or aircraft modification first approved prior to 1 January 2016. *Note 1.— Refer to Table I-5 in Attachment I for examples of data link communication recording requirements.*	Reg. (EU) 965/2012:CAT.IDE.A.195	☐	☐	☐	☒	☐	☐	Partially implemented. CAT.IDE.A.195 (a) is only applicable to aeroplanes first issued with an individual CofA on or after 8 April	EASA will assess the transposition of this new standard in the European rules in its standing rulemaking task

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	Note 2.— A Class B AIR could be a means for recording data link communications applications messages to and from the aeroplanes where it is not practical or is prohibitively expensive to record those data link communications applications messages on FDR or CVR. *Note 3.— The "aircraft modifications" refer to modifications to install the data link communications equipment on the aircraft (e.g. structural, wiring).*								2014. Retrofit of data link recording equipment is not required.	on the regular update of the air operations rules RMT.0392. .
6.3.3.1.3	6.3.3.1.3 **Recommendation**.— *All aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 2016, that are required to carry a CVR and are modified on or after 1 January 2016 to use any of the data link communications applications referred to in 5.1.2 of Appendix 8 should record the data link communications messages on a crash-protected flight recorder.*		☐	☐	☐	☒	☐	☐		Not implemented. EASA will assess the transposition of this new recommendation in the European rules in its standing rulemaking task

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										on the regular update of the air operations rules RMT.0392.
6.3.3.2	6.3.3.2 *Duration* The minimum recording duration shall be equal to the duration of the CVR.	Reg. (EU) 965/2012:CAT.IDE.A.195 pt. (c)	☒	☐	☐	☐	☐	☐		
6.3.3.3	6.3.3.3 *Correlation* Data link recording shall be able to be correlated to the recorded cockpit audio.	Reg. (EU) 965/2012:CAT.IDE.A.195 pt. (a)(3)	☒	☐	☐	☐	☐	☐		It is required to record 'information on the time and priority of data link messages. This information is

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										sufficient to correlate with the CVR recording.
6.3.4.1.1	**6.3.4 Flight crew-machine interface recordings** 6.3.4.1 *Applicability* 6.3.4.1.1 All aeroplanes of a maximum take-off mass of over 27 000 kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2023 shall be equipped with a crash-protected flight recorder which shall record the information displayed to the flight crew from electronic displays, as well as the operation of switches and selectors by the flight crew as defined in Appendix 8.		☐	☐	☐	☒	☐	☐	Not implemented	
6.3.4.1.2	6.3.4.1.2 **Recommendation**.— *All aeroplanes of a maximum take-off mass of over 5 700 kg, up to and including 27 000 kg, for which the application for type certification is submitted to a Contracting State on or after 1 January 2023 should be equipped with a crash-protected flight recorder which should record the information displayed to the flight crew from electronic displays, as well as the operation of switches and selectors by the flight crew, as defined in Appendix 8.*		☐	☐	☐	☒	☐	☐		Not implemented

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6.3.4.2	6.3.4.2 *Duration* The minimum flight crew-machine interface recording duration shall be at least for the last two hours.		☐	☐	☐	☒	☐	☐	Not implemented	
6.3.4.3	6.3.4.3 *Correlation* Flight crew-machine interface recordings shall be able to be correlated to the recorded cockpit audio.		☐	☐	☐	☒	☐	☐	Not implemented	
6.3.5.1	6.3.5 Flight recorders — general 6.3.5.1 *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.	Reg. (EU) 748/2012:Annex I (Part 21):21.A.16; 21.A.101; 21.A.605;21.B.70; 21.B.80;For installation requirements: CS-25: CS 25.1457 for CVR and CS 25.1459 for FDR. CS-23CS 23-	☒	☐	☐	☐	☐	☐		

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		2555 Installation of recorders:For equipment design requirements: CS-ETSO: C123c for CVR, C124c for FDR, C176a for AIR ,C177a for DLR, 2C197 for ADRS and CARS								
6.3.5.2.1	6.3.5.2 *Operation* 6.3.5.2.1 Flight recorders shall not be switched off during flight time.	Reg. (EU) 965/2012:CAT.GEN.MPA.105 pt. (a)(10)	☒	☐	☐	☐	☐	☐		
6.3.5.2.2	6.3.5.2.2 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*	Reg. (EU) 965/2012:CAT.GEN.MPA.105 pt. (a)(10)	☒	☐	☐	☐	☐	☐		

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	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 11.6.*									
6.3.5.3	6.3.5.3 *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 8.*	Reg. (EU) 965/2012:CAT.GEN.MPA.195 pt. (b)	☒	☐	☐	☐	☐	☐		
6.3.5.4	6.3.5.4 *Flight recorder electronic documentation* **Recommendation**.— *The documentation requirement concerning FDR and ADRS parameters provided by operators to accident investigation authorities should be in electronic format and take account of industry specifications.* *Note.— Industry specification for documentation concerning flight recorder parameters may be found in*	Reg. (EU) 965/2012:CAT.GEN.MPA.195 pt. (b)	☐	☐	☐	☒	☐	☐		Partially implemented.It is not required that the FDR documentation is in electroni

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	the ARINC 647A, Flight Recorder Electronic Documentation*, or equivalent document.*									c format.
6.3.5.5.1	6.3.5.5 *Combination recorders* 6.3.5.5.1 **Recommendation.—** *All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2016, and which are required to be equipped with both a CVR and an FDR, should be equipped with two combination recorders (FDR/CVR).*		☐	☐	☐	☒	☐	☐		Not implemented.
6.3.5.5.2	6.3.5.5.2 All aeroplanes of a maximum certificated take-off mass of over 15 000 kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2016, and which are required to be equipped with both a CVR and an FDR, shall be equipped with two combination recorders (FDR/CVR). One recorder shall be located as close to the cockpit as practicable and the other recorder located as far aft as practicable.	Reg. (EU) 965/2012: CAT.IDE.A.200; AMC1 CAT.IDE.A.200	☐	☐	☐	☒	☐	☐	The use of two combination recorders is an alternative to the use of a separate CVR and FDR for aeroplanes with a MCTOM> 5700kg regardless of the date	

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									of application for their type certificate.	
6.3.5.5.3	6.3.5.5.3 **Recommendation.—** *All aeroplanes of a maximum certificated take-off mass over 5 700 kg, required to be equipped with an FDR and a CVR, may alternatively be equipped with two combination recorders (FDR/CVR).* *Note.— The requirement of 6.3.4.5 may be satisfied by equipping the aeroplanes with two combination recorders (one forward and one aft) or separate devices.*	Reg. (EU) 965/2012:CAT.IDE.A.200	☒	☐	☐	☐	☐	☐		
6.3.5.5.4	6.3.5.5.4 **Recommendation.—** *All multi-engined turbine-powered aeroplanes of a maximum certificated take-off mass of 5 700 kg or less, required to be equipped with an FDR and/or a CVR, may alternatively be equipped with one combination recorder (FDR/CVR).*	Reg. (EU) 965/2012:CAT.IDE.A.200	☒	☐	☐	☐	☐	☐		
6.3.6.1	6.3.6 Flight recorder data recovery 6.3.6.1 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg and authorized to carry more than nineteen passengers for	Reg. (EU) 965/2012:CAT.GEN.MPA.210	☐	☐	☒	☐	☐	☐	Different in character.CAT.GEN.MPA.210	The means for accurately

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	which the application for type certification is submitted to a Contracting State on or after 1 January 2021, shall be equipped with a means approved by the State of the Operator, to recover flight recorder data and make it available in a timely manner.								is also applicable as of 1 January 2025 to aeroplanes with MCTOM of over 45 500 kg and less than 19 PAX. CAT.GEN.MPA.210 is applicable to every aeroplane with a CofA first issued on or after 1 January 2024.	locating the point of end of flight after an accident required by CAT.GEN.MPA.210 will, as a secondary benefit, also allow quick retrieval of flight recorder data.
6.3.6.2	6.3.6.2 In approving the means to make flight recorder data available in a timely manner, the State of the Operator shall take into account the following: a) the capabilities of the operator;	Reg. (EU) 965/2012:CAT.GEN.MPA.210; AMC1 CAT.GEN.M	☐	☐	☒	☐	☐	☐	Different in character.CAT.GEN.MPA.210 is also	The means for accurately locating

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	b) overall capability of the aeroplane and its systems as certified by the State of Design; c) the reliability of the means to recover the appropriate CVR channels and appropriate FDR data; and d) specific mitigation measures. *Note.— Guidance on approving the means to make flight recorder data available in a timely manner is contained in the* Manual on Location of Aircraft in Distress and Flight Recorder Data Recovery *(Doc 10054).*	PA.210;Reg. (EU) 2018/1139: Art. 76; Section III CS-ACNS; Regulation (EU) 2017/373							applicable to aeroplanes with MCTOM of over 45 500 kg and less than 19 pax. CAT.GEN.MPA.210 is applicable to every aeroplane with a CofA first issued on or after 1 January 2023.	the point of end of flight after an accident required by CAT.GEN.MPA.210 will, as a secondary benefit, also allow quick retrieval of flight recorder data.
6.4.1	6.4 All aeroplanes operated as VFR flights 6.4.1 All aeroplanes when operated as VFR flights shall be equipped with: a) a magnetic compass;	Reg. (EU) 965/2012:CAT.IDE.A.125	☐	☒	☐	☐	☐	☐		CAT part prescribes additional equipment

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	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.									
6.4.2	6.4.2 VFR flights which are operated as controlled flights shall be equipped in accordance with 6.9.	Reg. (EU) 965/2012:CAT.IDE.A.125	☐	☐	☐	☒	☐	☐	Partially implemented, Reg (EU) 965/2012 mandates the carriage of one barometric altitude measure device, and TWO devices when two pilots are required for the operation.	

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6.5.1	6.5 All aeroplanes on flights over water 6.5.1 Seaplanes All seaplanes for all flights 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; b) equipment for making the sound signals prescribed in the International Regulations for Preventing Collisions at Sea, where applicable; and c) one sea anchor (drogue). *Note.— "Seaplanes" includes amphibians operated as seaplanes.*	Reg. (EU) 965/2012:CAT.IDE.A.285	☒	☐	☐	☐	☐	☐		
6.5.2.1	6.5.2 Landplanes 6.5.2.1 Landplanes shall carry the equipment prescribed in 6.5.2.2: a) when flying over water and at a distance of more than 93 km (50 NM) away from the	Reg. (EU) 965/2012:CAT.IDE.A.285	☐	☐	☐	☒	☐	☐	Less protective. Carriage of life jackets when flying en route over water	

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	shore, in the case of landplanes operated in accordance with 5.2.9 or 5.2.10; b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and c) when taking off or landing at an aerodrome 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 a likelihood of a ditching.								beyond gliding distance from the shore, in the case of all other landplanes (not operated in accordance with 5.2.9 or 5.2.10) not implemented.	
6.5.2.2	6.5.2.2 The equipment referred to in 6.5.2.1 shall comprise 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 1.— "Landplanes" includes amphibians operated as landplanes.* *Note 2.— Life jackets accessible from seats or berths located in crew rest compartments are required only if the seats or berths concerned are certified to be occupied during take-off and landing.*	Reg. (EU) 965/2012:CAT.IDE.A.285	☒	☐	☐	☐	☐	☐		

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	Note 3. — Information regarding the acceptable means of compliance with this Standard, particularly in the case of infants, can be found in the Guidance on the Preparation of an Operations Manual *(Doc 10153), Chapter11, Attachment D.*									
6.5.3.1	6.5.3 All aeroplanes on long-range over-water flights 6.5.3.1 In addition to the equipment prescribed in 6.5.1 or 6.5.2 whichever is applicable, the following equipment shall be installed in all aeroplanes when used over routes on which the aeroplane may be over water and at more than a distance corresponding to 120 minutes at cruising speed or 740 km (400 NM), whichever is the lesser, away from land suitable for making an emergency landing in the case of aircraft operated in accordance with 5.2.9 or 5.2.10, and 30 minutes or 185 km (100 NM), whichever is the lesser, for all other aeroplanes: a) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken; b) equipment for making the pyrotechnical distress signals described in Annex 2; and	Reg. (EU) 965/2012:CAT.IDE.A.285 pts. (d), (e) and (f)	☐	☐	☐	☒	☐	☐	Partially implemented.The requirement to carry an 8.8 kHz underwater locating device (ULD) applies to aeroplanes with an MCTOM of more than 27 000 kg and with an MOPSC of more than 19 and all aeroplanes with an MCTOM	The applicability set of the ULD carriage requirement is different in order to exclude business jet operations (MOPSC of less than 19) while capturing cargo flights with

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	c) at the earliest practicable date, but not later than 1 January 2018, on all aeroplanes of a maximum certificated take-off mass of over 27 000 kg, a securely attached underwater locating device operating at a frequency of 8.8 kHz. This automatically activated underwater locating device shall operate for a minimum of 30 days and shall not be installed in wings or empennage. *Note.— Underwater locator beacon (ULB) performance requirements are as contained in the SAE AS6254,* Minimum Performance Standard for Low Frequency Underwater Locating Devices (Acoustic) (Self-Powered)*, or equivalent documents.*								of more than 45 500 kg. The ULD might not be fitted if the aeroplane is equipped with robust and automatic means to accurately determine, following an accident where the aeroplane is severely damaged, the location of the point of end of flight.	aeroplanes that have a MCTOM of more than 45 500 kg.It was considered that if the location of the point of end of flight can be accurately determined, the search area is small so that an 8.8 kHz ULD is not necessar

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										y to help locate the aircraft wreckage on the sea floor.
6.5.3.2	6.5.3.2 Each life jacket and equivalent individual flotation device, when carried in accordance with 6.5.1 a), 6.5.2.1 and 6.5.2.2, shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons, except where the requirement of 6.5.2.1 c) is met by the provision of individual flotation devices other than life jackets.	Reg. (EU) 965/2012:CAT.IDE.A.285	☒	☐	☐	☐	☐	☐		
6.6	6.6 All aeroplanes on flights over designated land areas Aeroplanes, when operated across land areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, shall be equipped with such signalling devices and life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.	Reg. (EU) 965/2012:CAT.IDE.A.305	☒	☐	☐	☐	☐	☐		

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6.7	6.7 All aeroplanes 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*		☐	☐	☐	☐	☐	☐		
6.7.1	6.7.1 An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.1.	Reg. (EU) 965/2012:CAT.IDE.A.240	☒	☐	☐	☐	☐	☐		
6.7.2	6.7.2 An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.2.	Reg. (EU) 965/2012:CAT.IDE.A.235	☒	☐	☐	☐	☐	☐		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 48 OPERATION OF AIRCRAFT - PART I INTERNATIONAL COMMERICIAL AIR TRANSPORT - AEROPLANES Annex Standard or Recommended Practice	State Reference	Difference					Not Applicable	Details of Difference	Remarks
			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
6.7.3	6.7.3 Pressurized aeroplanes newly introduced into service on or after 1 July 1962 and intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa shall be equipped with a device to provide positive warning to the flight crew of any dangerous loss of pressurization.	Reg. (EU) 965/2012:CAT.IDE.A.235(b)(4)	☐	☒	☐	☐	☐	☐	Part-CAT requires it for all aircraft.	
6.7.4	6.7.4 **Recommendation.—** *Pressurized aeroplanes introduced into service before 1 July 1962 and intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa should be equipped with a device to provide positive warning to the flight crew of any dangerous loss of pressurization.*	Reg. (EU) 965/2012:CAT.IDE.A.235(b)(4)	☒	☐	☐	☐	☐	☐		
6.7.5	6.7.5 An aeroplane 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, 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 is first issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of 4.3.9.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.	Reg. (EU) 965/2012:CAT.IDE.A.235(c) and (d)	☒	☐	☐	☐	☐	☐		
6.7.6	6.7.6 **Recommendation.—** *An aeroplane intended to be operated at flight altitudes at which the*	Reg. (EU) 965/2012:CA	☐	☐	☐	☒	☐	☐	Reg. (EU) 965/2012	

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	atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa 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 first issued before 9 November 1998, should be provided with automatically deployable oxygen equipment to satisfy the requirements of 4.3.9.2. The total number of oxygen dispensing units should exceed the number of passenger and cabin crew seats by at least 10 per cent.	T.IDE.A.235(c) and (d)							does not recommend to have it for aircraft for which the CoA was first issued before 9 November 1998.	
6.8	6.8 All aeroplanes in icing conditions All aeroplanes shall be equipped with suitable de-icing and/or anti-icing devices when operated in circumstances in which icing conditions are reported to exist or are expected to be encountered.	Reg.(EU) 965/2012:CAT.OP.MPA.255(b)	☒	☐	☐	☐	☐	☐		
6.9.1	6.9 All aeroplanes operated in accordance with instrument flight rules 6.9.1 All aeroplanes when operated in accordance with the instrument flight rules, or when the aeroplane cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be equipped with:	Reg. (EU) 965/2012:CAT.IDE.A.130	☒	☐	☐	☐	☐	☐		

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	a) a magnetic compass; b) an accurate timepiece indicating the time in hours, minutes and seconds; c) two sensitive pressure altimeters with counter drum-pointer or equivalent presentation; *Note.— Neither three-pointer nor drum-pointer altimeters satisfy the requirement in 6.9.1 c).* d) an airspeed indicating system with means of preventing malfunctioning due to either condensation or icing; e) a turn and slip indicator; f) an attitude indicator (artificial horizon); g) a heading indicator (directional gyroscope); *Note.— The requirements of 6.9.1 e), f) and g) may be met by combinations of instruments or by integrated flight director systems provided that the safeguards against total failure, inherent in the three separate instruments, are retained.*									

	h) a means of indicating whether the power supply to the gyroscopic instrument is adequate; i) a means of indicating in the flight crew compartment the outside air temperature; j) a rate-of-climb and descent indicator; and k) such additional instruments or equipment as may be prescribed by the appropriate authority.									
6.9.2.1	6.9.2 All aeroplanes over 5 700 kg — Emergency power supply for electrically operated attitude indicating instruments 6.9.2.1 All aeroplanes of a maximum certificated take-off mass of over 5 700 kg newly introduced into service after 1 January 1975 shall be fitted with an emergency power supply, independent of the main electrical generating system, for the purpose of operating and illuminating, for a minimum period of 30 minutes, an attitude indicating instrument (artificial horizon), clearly visible to the pilot-in-command. The emergency power supply shall be automatically operative after the total failure of the main electrical generating system and clear indication shall be given on the instrument panel that the attitude indicator(s) is being operated by emergency power.	Reg. (EU) 965/2012:CAT.IDE.A.130 pt. (i)	☒	☐	☐	☐	☐	☐		

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6.9.2.2	6.9.2.2 Those instruments that are used by any one pilot shall be so arranged as to permit the pilot to see their indications readily from his or her station, with the minimum practicable deviation from the position and line of vision normally assumed when looking forward along the flight path.	Reg. (EU) 965/2012:CAT.IDE.A.100 pt. (e)	☒	☐	☐	☐	☐	☐		PART-CAT has a more general requirement valid not only for IFR equipment
6.10	6.10 All aeroplanes when operated at night All aeroplanes when operated at night shall be equipped with: a) all equipment specified in 6.9; b) the lights required by Annex 2 for aircraft in flight or operating on the movement area of an aerodrome; *Note.— Specifications for lights meeting the requirements of Annex 2 for navigation lights are contained in Appendix 1. The general characteristics of lights are specified in Annex 8.* c) two landing lights;	Reg. (EU) 965/2012:CAT.IDE.A.130, CAT.IDE.A.115	☐	☒	☐	☐	☐	☐	CAT.IDE.A.115 requires portable lights also during daylight flights. This exceeds ICAO SARP which requires it only for night	

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	Note.— Aeroplanes not certificated in accordance with Annex 8 which are equipped with a single landing light having two separately energized filaments will be considered to have complied with 6.10 c). d) illumination for all instruments and equipment that are essential for the safe operation of the aeroplane that are used by the flight crew; e) lights in all passenger compartments; and f) an independent portable light for each crew member station.								flights.	
6.11.1	6.11 Pressurized aeroplanes when carrying passengers — weather radar **Recommendation.—** *Pressurized aeroplanes when carrying passengers should be equipped with operative weather radar whenever such aeroplanes are being operated in areas where thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather radar, may be expected to exist along the route either at night or under instrument meteorological conditions.*	Reg. (EU) 965/2012:CAT.IDE.A.160	☐	☒	☐	☐	☐	☐		Required also for non-pressurised aeroplanes

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6.12	6.12 All aeroplanes operated above 15 000 m (49 000 ft) — radiation indicator All aeroplanes intended to be operated above 15 000 m (49 000 ft) shall carry equipment to measure and indicate continuously the dose rate of total cosmic radiation being received (i.e. the total of ionizing and neutron radiation of galactic and solar origin) and the cumulative dose on each flight. The display unit of the equipment shall be readily visible to a flight crew member. *Note.— The equipment is calibrated on the basis of assumptions acceptable to the appropriate national authorities.*	Council directive 2013/59/EURATOM:Art 35	☐	☐	☒	☐	☐	☐	This matter is addressed by a different legal instrument, which requires Member States to undertake appropriate measures where the effective dose to the crew is liable to be above 1 mSv/year.	
6.13	6.13 All aeroplanes complying with the noise certification Standards in Annex 16, Volume I An aeroplane shall carry a document attesting noise certification. When the document, or a suitable statement	Reg. (EU) 965/2012:CAT.GEN.MPA.180 pt. (a)(4)	☒	☐	☐	☐	☐	☐		

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	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.— The attestation may be contained in any document, carried on board, approved by the State of Registry.*									
6.14	6.14 Mach number indicator All aeroplanes with speed limitations expressed in terms of Mach number shall be equipped with a Mach number indicator. *Note.— This does not preclude the use of the airspeed indicator to derive Mach number for ATS purposes.*	Reg. (EU) 965/2012:CAT.IDE.A.125(b)(2), CAT.IDE.A.130(a)(9)	☒	☐	☐	☐	☐	☐		
6.15.1	6.15 Aeroplanes required to be equipped with ground proximity warning systems (GPWS) 6.15.1 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be	Reg. (EU) 965/2012:CAT.IDE.A.150 pt. (a)	☒	☐	☐	☐	☐	☐		The EU rules use the term 'terrain awareness warning system'

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	equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.									(TAWS) .
6.15.2	6.15.2 The operator shall implement database management procedures that ensure the timely distribution and update of current terrain and obstacle data to the ground proximity warning system.	Reg. (EU) 965/2012: CAT.IDE.A.355(b); CAT.IDE.A.150	☒	☐	☐	☐	☐	☐		
6.15.3	6.15.3 **Recommendation.—** *All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less and authorized to carry more than five but not more than nine passengers should be equipped with a ground proximity warning system which provides the warnings of 6.15.7 a) and c), warning of unsafe terrain clearance and a forward looking terrain avoidance function.*	Reg. (EU) 965/2012:CAT.IDE.A.150 pt. (c)	☐	☐	☐	☒	☐	☐	CAT.IDE.A.150 para (c) it is only applicable to turbine-powered aeroplanes for which the CofA was first issued after 1 January 2019 and ICAO's SARP recommends it for all turbine-engined aeroplanes	

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									regardless the date of issuance of their CofA.	
6.15.4	6.15.4 All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less and authorized to carry more than five, but not more than nine, passengers for which the individual certificate of airworthiness is first issued on or after 1 January 2026, shall be equipped with a ground proximity warning system which provides the warnings of 6.15.7 a) and c), warning of unsafe terrain clearance, and a forward looking terrain avoidance function.	Reg (EU) 965/2012, CAT.IDE.A.150(c)	☒	☐	☐	☐	☐	☐		
6.15.5	6.15.5 All piston-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which provides the warnings in 6.15.6 a) and c), warning of unsafe terrain clearance and a forward-looking terrain avoidance function.	Reg. (EU) 965/2012:CAT.IDE.A.150 pt. (b)	☒	☐	☐	☐	☐	☐		
6.15.6	6.15.6 A ground proximity warning system shall provide automatically a timely and distinctive warning to the flight crew when the aeroplane is in potentially hazardous proximity to the earth's surface.	Reg. (EU) 965/2012:CAT.IDE.A.150	☒	☐	☐	☐	☐	☐		Specifications are given in the applicable ETSO referenc

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			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
										ed in the rule.
6.15.7	6.15.7 A ground proximity warning system shall provide, unless otherwise specified herein, warnings of the following circumstances: a) excessive descent rate; b) excessive terrain closure rate; c) excessive altitude loss after take-off or go-around; d) unsafe terrain clearance while not in landing configuration: 1) gear not locked down; 2) flaps not in a landing position; and e) excessive descent below the instrument glide path.	Reg. (EU) 965/2012:CAT.IDE.A.150; GM1 CAT.IDE.A.150.Reg.(EU) 748/2012:21.A.101;21.B.80;CSETSO APPENDIX 1: 1.3 (e) (f)	☒	☐	☐	☐	☐	☐		
6.16.1	6.16 Aeroplanes carrying passengers — cabin crew seats	Reg. (EU) 965/2012:CAT.IDE.A.205;	☒	☐	☐	☐	☐	☐		

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	6.16.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981 All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.	AMC3 CAT.IDE.A.205								
6.16.2.1	6.16.2 Aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 1981 **Recommendation.—** *All aeroplanes should be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation.* *Note.— Safety harness includes shoulder straps and a seat belt which may be used independently.*	Reg. (EU) 965/2012:CAT.IDE.A.205; AMC3 CAT.IDE.A.205	☒	☐	☐	☐	☐	☐		
6.16.3	6.16.3 Cabin crew seats provided in accordance with 6.16.1 and 6.16.2 shall be located near floor level and other emergency exits as required by the State of Registry for emergency evacuation.	Reg. (EU) 965/2012:CAT.IDE.A.205; AMC3	☒	☐	☐	☐	☐	☐		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 48 OPERATION OF AIRCRAFT - PART I INTERNATIONAL COMMERICIAL AIR TRANSPORT - AEROPLANES Annex Standard or Recommended Practice	State Reference	Difference					Not Applicable	Details of Difference	Remarks
			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
		CAT.IDE.A.205								
6.17.1	6.17 Emergency locator transmitter (ELT) 6.17.1 **Recommendation.—** *All aeroplanes should carry an automatic ELT.*	Reg. (EU) 965/2012:CAT.IDE.A.280	☒	☐	☐	☐	☐	☐		
6.17.2	6.17.2 Except as provided for in 6.17.3, all aeroplanes authorized to carry more than 19 passengers shall be equipped with at least one automatic ELT or two ELTs of any type.	Reg. (EU) 965/2012:CAT.IDE.A.280	☒	☐	☐	☐	☐	☐		
6.17.3	6.17.3 All aeroplanes authorized to carry more than 19 passengers for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with either: a) at least two ELTs, one of which shall be automatic; or b) at least one ELT and a capability that meets the requirements of 6.18.	Reg. (EU) 965/2012:CAT.IDE.A.280	☒	☐	☐	☐	☐	☐		

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	Note.— In the case where the requirements for 6.18 are met by another system no automatic ELT is required.									
6.17.4	6.17.4 Except as provided for in 6.17.5, all aeroplanes authorized to carry 19 passengers or less shall be equipped with at least one ELT of any type.	Reg. (EU) 965/2012:CAT.IDE.A.280	☒	☐	☐	☐	☐	☐		
6.17.5	6.17.5 All aeroplanes authorized to carry 19 passengers or less for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.	Reg. (EU) 965/2012:CAT.IDE.A.280	☒	☐	☐	☐	☐	☐		
6.17.6	6.17.6 ELT equipment carried to satisfy the requirements of 6.17.1, 6.17.2, 6.17.3, 6.17.4 and 6.17.5 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*	Reg. (EU) 965/2012:CAT.IDE.A.280, AMC2 CAT.IDE.A.280 para (d)	☒	☐	☐	☐	☐	☐		

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	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.									
6.18.1	6.18 Location of an aeroplane in distress 6.18.1 As of 1 January 2025, all aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2024, shall autonomously transmit information from which a position can be determined by the operator at least once every minute, when in distress, in accordance with Appendix 9.	Reg. (EU) 965/2012:CAT.GEN.MPA.210	☐	☐	☐	☒	☐	☐	Partially implemented.CAT.GEN.MPA.210 is not applicable to aeroplanes with MCTOM of less than 45 500 kg and MOPSC of less than 19.	CAT.GEN.MPA.210 meets the same objective as 6.18.1, which is according to Annex 6 Part I Appendix 9 'to establish the location of an accident site within 6 NM

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										radius'. Transmitting a position every minute is just one solution to achieve this objective.
6.18.2	6.18.2 **Recommendation.—** *All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2023, should autonomously transmit information from which a position can be determined at least once every minute, when in distress, in accordance with Appendix 9.*		☐	☐	☐	☒	☐	☐		Not implemented.CAT.GEN.MPA.210 is not applicable to aeroplanes with MCTOM of less than 27 000 kg.Requiring distress

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference						Not Applicable	Details of Difference	Remarks
			No	Yes							
				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
											tracking capability for lighter aeroplanes was considered not proportionate with regards to the cost and the expected safety benefit. EASA will assess the transposition of this amendment through the rulemaking task

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										RMT.0392.
6.18.3	6.18.3 The operator shall make position information of a flight in distress available to the appropriate organizations, as established by the State of the Operator. *Note 1.— Refer to 4.2.1.3.1 for operator responsibilities when using third parties.* *Note 2.— Operational procedures for monitoring and making position information of a flight in distress available to the appropriate organizations in a timely manner are contained in PANS-OPS, Volume III, Section 10.*	Reg. (EU) 965/2012:CAT.GEN.MPA.210	☐	☐	☒	☐	☐	☐	Other means of compliance.In the case of an ELT-based solution (in flight triggered ELT or automatic deployable flight recorder) the ELT signal is detected by COSPAS/ SARSAT satellites and then it is directly transmitted to the ground and dispatched to the competent rescue	

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									coordination centre.	
6.19.1	6.19 Aeroplanes required to be equipped with an airborne collision avoidance system (ACAS II) 6.19.1 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than 19 passengers shall be equipped with an airborne collision avoidance system (ACAS II).	Reg. (EU) 965/2012:CAT.IDE.A.155. Reg. (EU) 1332/2011:AUR.ACAS.1005	☒	☐	☐	☐	☐	☐		
6.19.2	6.19.2 **Recommendation.—** *All aeroplanes should be equipped with an airborne collision avoidance system (ACAS II).*	Reg. (EU) 965/2012:CAT.IDE.A.155. Reg. (EU) 1332/2011:AUR.ACAS.1005	☐	☐	☐	☒	☐	☐		Partially implemented.EU regulations require mandatory use of ACAS II SW version 7.1 for aeroplanes with an MCTOM of more

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										than 5700 Kg or more than 19 passengers. For aeroplanes out of this category ACAS is not mandatory. If they voluntarily install ACAS, the equipment shall be ACAS II version 7.1.
6.19.3	6.19.3 An airborne collision avoidance system shall operate in accordance with the relevant provisions of Annex 10, Volume IV.	Reg. (EU) 965/2012 CAT.IDE.A.1	☒	☐	☐	☐	☐	☐		

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	Difference: Yes – Level of implementation of SARPs: B) Different in character or Other means of compliance	Difference: Yes – Level of implementation of SARPs: C) Less protective or partially implemented or not implemented	Difference: Yes – Siginificant Difference	Not Applicable	Details of Difference	Remarks
		55. CAT.OP.MPA.295, GM1 CAT.OP.MPA.295. Reg. (EU) 1332/2011:AUR.ACAS.1005								
6.20.1	6.20 Requirements for pressure-altitude reporting transponders 6.20.1 All aeroplanes shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV.	Reg. (EU) 965/2012:CAT.IDE.A.350, AMC1 CAT.IDE.A.350.	☒	☐	☐	☐	☐	☐		
6.20.2	6.20.2 All aeroplanes for which the individual certificate of airworthiness is first issued after 1 January 2009 shall be equipped with a data source that provides pressure-altitude information with a resolution of 7.62 m (25 ft), or better.	Reg. (EU) 965/2012:CAT.IDE.A.350, Reg. (EU) 2018/1139: Art. 76; CS ACNS.D.AC.020; AMC1 ACNS.D.AC.020 (b)	☐	☐	☐	☒	☐	☐	Partially implemented.Resolution of 7.62 m for the pressure altitude reporting transponder not implemented.	

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6.20.3	6.20.3 All aeroplanes shall be equipped with a data source that provides pressure-altitude information with a resolution of 7.62 m (25 ft), or better.	Reg. (EU) 965/2012:CAT.IDE.A.350, Reg. (EU) 2018/1139: Art. 76; CS ACNS.D.AC.020; AMC1 ACNS.D.AC.020 (b)	☐	☐	☐	☒	☐	☐	Partially implemented.Resolution of 7.62 m for the pressure altitude reporting transponder not implemented.	
6.20.4	6.20.4 **Recommendation.—** *The Mode S transponder should be provided with the airborne/on-the-ground status if the aeroplane is equipped with an automatic means of detecting such status.* *Note 1.— These provisions will improve the effectiveness of airborne collision avoidance systems as well as air traffic services that employ Mode S radar. In particular, tracking processes are significantly enhanced with a resolution of 7.62 m (25 ft), or better.* *Note 2.— Mode C replies of transponders always report pressure altitude in 30.50 m (100 ft) increments irrespective of the resolution of the data source.*	Reg. (EU) 965/2012:CAT.IDE.A.350, Reg. (EU) 2018/1139: Art. 76; CS ACNS.D.ELS.025, AMC1 ACNS.D.ELS.025	☒	☐	☐	☐	☐	☐		

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6.21	6.21 Microphones All flight crew members required to be on flight deck duty shall communicate through boom or throat microphones below the transition level/altitude.	Reg. (EU) 965/2012:CAT.OP.MPA.215;CAT.IDE.A.325(a)	☒	☐	☐	☐	☐	☐		
6.22.1	6.22 Turbo-jet aeroplanes — forward-looking wind shear warning system 6.22.1 **Recommendation.—** *All turbo-jet aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers should be equipped with a forward-looking wind shear warning system.*		☐	☐	☐	☒	☐	☐		Not implemented. The regulatory impact assessment (RIA) of NPA 2016-18 from RMT.0369/0370 does not contain a regulatory proposal. Based on the

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										assessment performed, the conclusion is that no regulatory action is needed to require RWSs and/or PWSs for European registered aircraft.
6.22.2	6.22.2 **Recommendation.—** *A forward-looking wind shear warning system should be capable of providing the pilot with a timely aural and visual warning of wind shear ahead of the aircraft, and the information required to permit the pilot to safely commence and continue a missed approach or go-around or to execute an escape manoeuvre if necessary. The system should*		☐	☐	☐	☒	☐	☐		Not implemented.The RIA of NPA 2016-18 from

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference						Not Applicable	Details of Difference	Remarks
			No	Yes							
				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
	also provide an indication to the pilot when the limits specified for the certification of automatic landing equipment are being approached, when such equipment is in use.										RMT.0369/0370 does not contain a regulatory proposal. Based on the assessment performed, the conclusion is that no regulatory action is needed to require RWSs and/or PWSs for European registered

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										aircraft.
6.23	6.23 All aeroplanes operated by a single pilot under the instrument flight rules (IFR) or at night For approval in accordance with 4.9.1, all aeroplanes operated by a single pilot under the IFR or at night shall be equipped with: a) a serviceable autopilot that has at least altitude hold and heading select modes; b) a headset with a boom microphone or equivalent; and c) means of displaying charts that enables them to be readable in all ambient light conditions.	Reg. (EU) 965/2012:CAT.IDE.A.135, CAT.IDE.A.325, CAT.IDE.A.130 pt. (j)	☒	☐	☐	☐	☐	☐		
6.24	6.24 Aeroplanes equipped with automatic landing systems, a head-up display (HUD) or equivalent displays, enhanced vision systems (EVS), synthetic vision systems (SVS) and/or combined vision systems (CVS) Notwithstanding Chapter 4, 4.2.8.1.1 to 4.2.8.1.3, where aeroplanes are equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, or any combination of those systems into a hybrid system,	Reg. (EU) 965/2012:SPA.LVO.100, SPA.LVO.105	☒	☐	☐	☐	☐	☐		Approva process in SPA.LVO.105

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	criteria for the use of such systems for the safe operation of an aeroplane shall be established by the State of the Operator. *Note.— Information regarding automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, is contained in the* Manual of All-Weather Operations *(Doc 9365).*									
6.25	6.25 Electronic flight bags (EFBs) *Note.— Guidance on EFB equipment, functions and specific approval is contained in the* Manual on Electronic Flight Bags (EFBs) *(Doc 10020).*		☐	☐	☐	☐	☐	☒		
6.25.1	6.25.1 EFB equipment Where portable EFBs are used on board an aeroplane, the operator shall ensure that they do not affect the performance of the aeroplane systems, equipment or the ability to operate the aeroplane.	Reg. (EU) 965/2012):CAT.GEN.MPA.141 pt. (a)	☒	☐	☐	☐	☐	☐		
6.25.2.1	6.25.2 EFB functions 6.25.2.1 Where EFBs are used on board an aeroplane the operator shall:	Reg. (EU) 965/2012):SPA.EFB.100	☒	☐	☐	☐	☐	☐		

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	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 *(Doc 9859).*	pt. (b)								
6.25.2.2	6.25.2.2 The State of the Operator shall issue a specific approval for the operational use of EFB functions to be used for the safe operation of aeroplanes.	Reg. (EU) 965/2012):SPA.EFB.100 pt. (a)	☒	☐	☐	☐	☐	☐		
6.25.3	6.25.3 EFB specific approval When issuing a specific approval for the use of EFBs, the State of the Operator shall ensure that: a) the EFB equipment and its associated installation hardware, including interaction with aeroplane systems if applicable, meet the appropriate airworthiness certification requirements;	Reg. (EU) 965/2012):SPA.EFB.100.CAT.IDE.A.100 pt. (b)	☒	☐	☐	☐	☐	☐		

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	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 in 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 database it may use; and e) the operator has established and documented the procedures for the use of, and training requirements for, the EFB and the EFB function(s). *Note.— Guidance on safety risk assessments is contained in the* Safety Management Manual *(Doc 9859).*									
6.26.1	**6.26 TURBINE AEROPLANE - RUNWAY OVERRUN AWARENESS AND ALERTING SYSTEM (ROAAS)** 6.26.1 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg, for which the individual certificate of airworthiness is first issued on or after 1 January 2026,	Regulation (EU) 2015/640, point 26.205	☐	☒	☐	☐	☐	☐	The ICAO amendment applies as of 1 January 2026. However, point	This is the compliance status until 1 January 2026

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	shall be equipped with a runway overrun awareness and alerting system (ROAAS). *Note.— Guidance material for ROAAS design is contained in EUROCAE ED-250, Minimum Operational Performance Specification (MOPS) for Runway Overrun Awareness and Alerting Systems (ROAAS), or equivalent documents.* _____								26.206 of Regulation (EU) 2015/640, as introduced by Regulation 2020/1159 will become applicable as of 1 January 2025, for aeroplanes subject to that Regulation (aeroplanes of more than 5 700 kg maximum certificated take-off weight).	and after that, the notification of the difference should be changed to "C" as per next row at EU Council note to SLII0015e.
7.1.1	CHAPTER 7. AEROPLANE COMMUNICATION, NAVIGATION AND SURVEILLANCE EQUIPMENT	Reg. (EU) 965/2012:CAT.IDE.A.330,	☒	☐	☐	☐	☐	☐		

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	7.1 Communication equipment 7.1.1 An aeroplane shall be provided with radio communication equipment capable of: a) conducting two-way communication for aerodrome control purposes; b) receiving meteorological information at any time during flight; and c) conducting two-way communication at any time during flight with at least one aeronautical station and with such other aeronautical stations and on such frequencies as may be prescribed by the appropriate authority. *Note.— The requirements of 7.1.1 are considered fulfilled if the ability to conduct the communications specified therein is established during radio propagation conditions which are normal for the route.*	CAT.IDE.A.340								
7.1.2	7.1.2 The radio communication equipment required in accordance with 7.1.1 shall provide for communications on the aeronautical emergency frequency 121.5 MHz.	Reg. (EU) 965/2012:CAT.IDE.A.330(b)	☒	☐	☐	☐	☐	☐		

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7.1.3	7.1.3 For operations where communication equipment is required to meet an RCP specification for performance-based communication (PBC) , an aeroplane shall, in addition to the requirements specified in 7.1.1: 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 aeroplane RCP specification capabilities listed in the flight manual or other aeroplane documentation approved by the State of Design or State of Registry; and c) have information relevant to the aeroplane 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).*	Reg. (EU) 965/2012:CAT.IDE.A.330, CAT.IDE.A.345;AMC1 CAT.IDE.A.345(a)	☒	☐	☐	☐	☐	☐		
7.1.4	7.1.4 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:	Reg. (EU) 965/2012:CAT.IDE.A.330, CAT.IDE.A.345 AMC1	☒	☐	☐	☐	☐	☐		

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	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.	CAT.IDE.A.345(a)								
7.1.5	7.1.5 The State of the Operator shall ensure that, in respect of those aeroplanes mentioned in 7.1.3, 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 aircraft, aircraft types or operators, identified in such reports as not complying with the RCP specification(s).	Reg. (EU) 965/2012:CAT.IDE.A.345(a);AMC1 CAT.IDE.A.345(a)	☒	☐	☐	☐	☐	☐		

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 48 OPERATION OF AIRCRAFT - PART I INTERNATIONAL COMMERICIAL AIR TRANSPORT - AEROPLANES Annex Standard or Recommended Practice	State Reference	Difference					Not Applicable	Details of Difference	Remarks
			No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
7.2.1	7.2 Navigation equipment 7.2.1 An aeroplane 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.	Reg. (EU) 965/2012:CAT.IDE.A.345	☒	☐	☐	☐	☐	☐		
7.2.2	7.2.2 For operations where a navigation specification for performance-based navigation (PBN) has been prescribed, an aeroplane shall, in addition to the requirements specified in 7.2.1: 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 aeroplane navigation specification capabilities listed in the flight manual or other aeroplane documentation approved by the State of the Design or State of Registry; and	Reg. (EU) 965/2012:CAT.OP.MPA.126, AMC1 CAT.OP.MPA.126SPA.PBN.100	☒	☐	☐	☐	☐	☐		If a SPA.PBN approval is required, then the reference is SPA.PBN.100

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	c) have information relevant to the aeroplane navigation specification capabilities included in the MEL. *Note.— Guidance on aeroplane documentation is contained in the* Performance-based Navigation (PBN) Manual *(Doc 9613).*									
7.2.3	7.2.3 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 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	Reg. (EU) 965/2012: CAT.OP.MPA.126;AMC1 CAT.OP.MPA.126	☒	☐	☐	☐	☐	☐		

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	Navigation (PBN) Operational Approval Manual *(Doc 9997).* *Note 2.— Electronic navigation data management is an integral part of normal and abnormal procedures.*									
7.2.4	7.2.4 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).*	Reg. (EU) 965/2012:SPA.PBN.100	☒	☐	☐	☐	☐	☐		
7.2.5	7.2.5 For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, minimum navigation performance specifications (MNPS) are prescribed, an aeroplane shall be provided with navigation equipment which: a) continuously provides indications to the flight crew of adherence to or departure from track to the required degree of accuracy at any point along that track; and b) has been authorized by the State of the Operator for the MNPS operations concerned.	Reg. (EU) 965/2012:SPA.MNPS.100, SPA.MNPS.105	☒	☐	☐	☐	☐	☐		

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	Note.— The prescribed minimum navigation performance specifications and the procedures governing their application are published in the Regional Supplementary Procedures *(Doc 7030).*									
7.2.6	7.2.6 For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, a reduced vertical separation minimum (RVSM) of 300 m (1 000 ft) is applied between FL 290 and FL 410 inclusive: a) the aeroplane shall be provided with equipment which is capable of: 1) indicating to the flight crew the flight level being flown; 2) automatically maintaining a selected flight level; 3) providing an alert to the flight crew when a deviation occurs from the selected flight level. The threshold for the alert shall not exceed ± 90 m (300 ft); and 4) automatically reporting pressure-altitude; and b) the State of the Operator shall issue a specific approval for RVSM operations.	Reg. (EU) 965/2012:SPA.RVSM.100, SPA.RVSM.105, SPA.RVSM.110; AMC2 SPA.RVSM.105	☒	☐	☐	☐	☐	☐		

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7.2.7	7.2.7 Prior to granting the RVSM specific approval required in accordance with 7.2.6 b), the State shall be satisfied that: a) the vertical navigation performance capability of the aeroplane satisfies the requirements specified in Appendix 4; b) the operator has instituted appropriate procedures in respect of continued airworthiness (maintenance and repair) practices and programmes; and c) the operator has instituted appropriate flight crew procedures for operations in RVSM airspace. *Note.— An RVSM specific approval is valid globally on the understanding that any operating procedures specific to a given region will be stated in the operations manual or appropriate crew guidance.*	Reg. (EU) 965/2012:SPA.RVSM.105	☒	☐	☐	☐	☐	☐		
7.2.8	7.2.8 The State of the Operator, in consultation with the State of Registry if appropriate, shall ensure that, in respect of those aeroplanes mentioned in 7.2.6, adequate provisions exist for: a) receiving the reports of height-keeping performance issued by the monitoring agencies established in accordance with Annex 11, 3.3.5.1; and b) taking immediate corrective action for individual aircraft, or aircraft type groups, identified in	Reg. (EU) 965/2012:SPA.RVSM.115 ;AMC2 ARO.OPS.200 pt. (d)	☒	☐	☐	☐	☐	☐		

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	such reports as not complying with the height-keeping requirements for operation in airspace where RVSM is applied.									
7.2.9	7.2.9 The State of the Operator that has issued an RVSM specific approval to the operator shall establish a requirement which ensures that a minimum of two aeroplanes of each aircraft type grouping of the operator have their height-keeping performance monitored, at least once every two years or within intervals of 1 000 flight hours per aeroplane, whichever period is longer. If the operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane shall be accomplished within the specified period. *Note.— Monitoring data from any regional monitoring programme established in accordance with Annex 11, 3.3.5.2, may be used to satisfy the requirement.*	Reg. (EU) 965/2012:ARO.OPS.200;AMC2 ARO.OPS.200;SPA.RVSM.105 (g);AMC1 SPA.RVSM.105 pt. (g)	☐	☐	☐	☒	☐	☐	Partially implemented.European rules require to monitor the aircraft height keeping performance, but not in a specific interval.	
7.2.10	7.2.10 All States that are responsible for airspace where RVSM has been implemented, or that have issued RVSM specific approvals to operators within their State, shall establish provisions and procedures which ensure that appropriate action will be taken in respect of aircraft and operators found to be operating in RVSM airspace without a valid RVSM specific approval. *Note 1.— These provisions and procedures need to address both the situation where the aircraft in question is operating without a specific approval in the airspace of the State, and the situation where the*	Reg. (EU) 965/2012:ARO.GEN.120AMC2 ARO.OPS.200	☒	☐	☐	☐	☐	☐		

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	operator for which the State has regulatory oversight responsibility is found to be operating without the required specific approval in the airspace of another State. *Note 2.— Guidance material relating to the specific approval for operation in RVSM airspace is contained in the* Manual on a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive *(Doc 9574)*.									
7.2.11	7.2.11 The aeroplane shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the aeroplane to navigate in accordance with 7.2.1 and, where applicable, 7.2.2, 7.2.5 and 7.2.6. *Note.— Guidance material relating to aircraft equipment necessary for flight in airspace where RVSM is applied is contained in the* Manual on a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive *(Doc 9574)*.	Reg. (EU) 965/2012:CAT.IDE.A.345 pt. (d)	☒	☐	☐	☐	☐	☐		
7.2.12	7.2.12 On flights in which it is intended to land in instrument meteorological conditions, an aeroplane shall be provided with radio equipment capable of receiving signals providing guidance to a point from which a visual landing can be effected. This equipment shall be capable of providing such guidance for each aerodrome at which it is intended to land in instrument	Reg. (EU) 965/2012:CAT.IDE.A.345 pt. (e)	☒	☐	☐	☐	☐	☐		

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	meteorological conditions and for any designated alternate aerodromes.									
7.3.1	7.3 Surveillance equipment 7.3.1 An aeroplane shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services.	Reg. (EU) 965/2012:CAT.IDE.A.345; AMC1 CAT.IDE.A.345(a)	☒	☐	☐	☐	☐	☐		
7.3.2	7.3.2 For operations where surveillance equipment is required to meet an RSP specification for performance-based surveillance (PBS), an aeroplane shall, in addition to the requirements specified in 7.3.1: 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 aeroplane RSP specification capabilities listed in the flight manual or other aeroplane documentation approved by the State of Design or State of Registry; and c) have information relevant to the aeroplane RSP specification capabilities included in the MEL.	Reg. (EU) 965/2012:CAT.IDE.A.345; AMC1 CAT.IDE.A.345(a)	☒	☐	☐	☐	☐	☐		

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	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).*									
7.3.3	7.3.3 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.	Reg. (EU) 965/2012:CAT.IDE.A.330, CAT.IDE.A.345, AMC1 CAT.IDE.A.345(a)	☒	☐	☐	☐	☐	☐		
7.3.4	7.3.4 The State of the Operator shall ensure that, in respect of those aeroplanes mentioned in 7.3.2, adequate provisions exist for:	Reg. (EU) 965/2012:CAT.IDE.A.345;	☒	☐	☐	☐	☐	☐		

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	a) receiving the reports of observed surveillance performance issued by monitoring programmes established in accordance with Annex 11, Chapter 3, 3.3.5.2; and b) taking immediate corrective action for individual aircraft, aircraft types or operators, identified in such reports as not complying with the RSP specification(s).	AMC1 CAT.IDE.A.345(a)								
7.4	7.4 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.	Reg. (EU) 965/2012:CAT.IDE.A.100 pt. (a); CAT.IDE.A.345; AMC3 CAT.IDE.A.345	☒	☐	☐	☐	☐	☐		
7.5.1	7.5 Electronic navigation data management 7.5.1 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	Reg. (EU) 965/2012:CAT.IDE.A.355; AMC1 CAT.IDE.A.355	☒	☐	☐	☐	☐	☐		

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Siginificant Difference	Not Applicable	Details of Difference	Remarks
	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 DO-200A/EUROCAE ED-76 *and* RTCA DO-201A/EUROCAE ED-77.									
7.5.2	7.5.2 The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.	Reg. (EU) 965/2012:CAT.IDE.A.355	☒	☐	☐	☐	☐	☐		
8.1.1	CHAPTER 8. AEROPLANE CONTINUING AIRWORTHINESS *Note 1.— For the purpose of this chapter, "aeroplane" includes: engines, propellers, 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.*	Reg. (EU) 1321/2014:M.A.201 (a), (h) and (e); CAMO.A.300	☒	☐	☐	☐	☐	☐		

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes: Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Siginificant Difference	Not Applicable	Details of Difference	Remarks
	Note 3.— Guidance on continuing airworthiness requirements is contained in the Airworthiness Manual *(Doc 9760).* 8.1 Operator's Continuing Airworthiness Responsibilities 8.1.1 Operators shall ensure that, in accordance with procedures acceptable to the State of Registry: a) each aeroplane they operate is maintained in an airworthy condition; b) the operational and emergency equipment necessary for an intended flight is serviceable; and c) the certificate of airworthiness of each aeroplane they operate remains valid.									
8.1.2	8.1.2 The operator shall not operate an aeroplane unless maintenance on the aeroplane, including any associated engine, propeller 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 aeroplane or is approved by	Reg. (EU) 1321/2014:M.A.201 (e), (f), (g), (h) and (i), 145.A.50 (a), (b) and (d)CAMO.A.	☒	☐	☐	☐	☐	☐		The EU system recognises approvals granted

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	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.	315(b)6								by some other contracting states (those contracting States which are also EU members) but not 'any' ICAO contracting state
8.1.3	8.1.3 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.	Reg. (EU) 1321/2014: CAMO.A.305(a)(3)Reg. (EU) 965/2012:ORO.AOC.135 pt. (a)(4)	☒	☐	☐	☐	☐	☐		Part M requires one nominated postholder.

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8.1.4	8.1.4 The operator shall ensure that the maintenance of its aeroplanes is performed in accordance with the maintenance programme.	Reg. (EU) 1321/2014:M.A.201(a)(4), CAMO.A.315(a)	☒	☐	☐	☐	☐	☐		
8.2.1	8.2 Operator's maintenance control manual 8.2.1 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 11.2. 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).*	Reg. (EU) 1321/2014: CAMO.A.300;CAMO.A.315(e)	☐	☐	☐	☒	☐	☐	Partially implemented.EU requirements do not address the human factors principles in Part-CAMO for Continuing Airworthiness Management Organisations (CAMO).	EU requirements require operators to have a Continuing Airworthiness Maintenance Organisation (CAMO) approval or a contracted CAMO. The CAMO must

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										have a Continuing Airworthiness Maintenance Exposition which is equivalent to a Maintenance Control Manual.
8.2.2	8.2.2 The operator shall ensure that the maintenance control manual is amended as necessary to keep the information contained therein up to date.	Reg. (EU) 1321/2014: CAMO.A.300;CAMO.A.315(e)	☒	☐	☐	☐	☐	☐		
8.2.3	8.2.3 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.	Reg. (EU) 1321/2014: CAMO.A.300CAMO.A.315(e)	☐	☐	☐	☒	☐	☐	Partially implemented. EU requirements do not explicitly describe	

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									that 'Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.	
8.2.4	8.2.4 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.	Reg. (EU) 1321/2014: CAMO.A.300CAMO.A.315(e)	☐	☐	☒	☐	☐	☐	Different in character.The requirement to provide the manual to the State of Registry if different from the State of the Operator. It is	

									currently required to be approved by the State of Operator. Within the EU Member States this requirement is compensated by the mutual recognition.	
8.3.1	8.3 Maintenance programme 8.3.1 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 11.3. 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)*.	Reg. (EU) 1321/2014: M.A.302(b), M.A.401(a);CAMO.A.315(b).	☐	☐	☐	☒	☐	☐	Partially implemented. Part-CAMO and Part-CAO do not observe Human Factors (HF) principles in the	

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									design of the Maintenance Programme (MP).	
8.3.2	8.3.2 Copies of all amendments to the maintenance programme shall be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.	Reg. (EU) 1321/2014:M.A.302(h),	☐	☐	☐	☒	☐	☐	Partially implemented.EU requirements do not explicitly describe that ‘Copies of all amendments shall be furnished promptly to all organizations or persons to whom the manual has been issued.	

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8.4.1	8.4 CONTINUING AIRWORTHINESS records 8.4.1 The operator shall ensure that the following records are kept for the periods mentioned in 8.4.2: a) the total time in service (hours, calendar time and cycles, as appropriate) of the aeroplane and all life-limited components; b) the current status of compliance with all mandatory continuing airworthiness information; c) appropriate details of modifications and repairs; d) the time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life; e) the current status of the aeroplane's compliance with the maintenance programme; and f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met.	Reg. (EU) 1321/2014:145.A.55(a); M.A.305(e); M.A.306. CAMO.A.220	☒	☐	☐	☐	☐	☐		
8.4.2	8.4.2 The records in 8.4.1 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,	Reg. (EU) 1321/2014:M.A.305(e);CA	☐	☒	☐	☐	☐	☐	Retaining periods exceed requiremen	

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	and the records in 8.4.1 f) for a minimum period of one year after the signing of the maintenance release.	MO.A.220							ts.	
8.4.3	8.4.3 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. *Note.— In the context of 8.4.3, a judgement on what should be considered as a temporary change of operator will need to be made by the State of Registry in the light of the need to exercise control over the records, which will depend on access to them and the opportunity to update them.*	Reg. (EU) 1321/2014:M.A.307(a),AMC M.A.307(a);CAMO.A.220(a)(5)(6)	☒	☐	☐	☐	☐	☐		Temporary change of operator not mentioned but linked to lease agreement of less than 6 months.
8.4.4	8.4.4 Records kept and transferred in accordance with 8.4 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.*	Reg. (EU) 1321/2014:M.A.305(e),(g);AMC M.A.305(e);145.A.55(c).	☒	☐	☐	☐	☐	☐		

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	Note 2.— Guidance regarding electronic aircraft continuing airworthiness records is included in the Airworthiness Manual *(Doc 9760).*									
8.5.1	8.5 Continuing airworthiness information 8.5.1 The operator of an aeroplane over 5 700 kg maximum certificated take-off 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, Chapter 4, 4.2.3 f) and 4.2.4.	Reg. (EU) 1321/2014: art. 3:M.A.302 (e), (g) and (h); M.A.201,M.A.202(a), AMC M.A.302; CAMO.A.200; AMC1 CAMO.A.200(a)(4) Reg. (EU) 965/2012:ORO.GEN.160	☒	☐	☐	☐	☐	☐		
8.5.2	8.5.2 The operator of an aeroplane over 5 700 kg maximum certificated take-off 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.	Reg. (EU) 1321/2014: art. 3:M.A.302 (e), (g) and (h); M.A.201,M.	☐	☒	☐	☐	☐	☐	Part-M requirements apply above 2730 kg, while Part-ML applies	

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	Note.— Guidance on the interpretation of "the organization responsible for the type design" is contained in the Airworthiness Manual *(Doc 9760)*.	A.202(a), ,AMC M.A.302;CAMO.A.315; AMC1 CAMO.A.315 Reg. (EU) 965/2012:ORO.GEN.160							to 2730 kg or below. This means that the mass range between 2730 and 5700 is obliged to comply with a higher standard.	
8.6	8.6 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.	Reg. (EU) 1321/2014: M.A.305(d)(e);AMC M.A.305(d) para (c)(2); M.A.301(g); M.A.304;CAMO.A.315(b)3. .	☒	☐	☐	☐	☐	☐		The EU requirement for the type design changes within EASA Member States are the same for the State of Operator, and the State of

										Registry .
8.7	8.7 Approved maintenance organization An approved maintenance organization shall comply with Annex 8, Part II, Chapter 6 – Maintenance organization approval.	Reg. (EU) 1321/2014: art. 4 pt 1.145.B.20;	☐	☐	☐	☒	☐	☐	Partially implemented. The provisions of Annex 19 are not implemented.	
8.8.1	8.8 Maintenance release 8.8.1 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, Chapter 6, 6.8.	Reg. (EU) 1321/2014: 145.A.50 (a), (b), (d);Part M Appendix II — Authorised Release Certificate — EASA Form 1.	☒	☐	☐	☐	☐	☐		
8.8.2	8.8.2 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 procedures acceptable to the State of Registry.		☐	☐	☐	☒	☐	☐	Not implemented	In the EU system, for CAT operations and complex

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										motor-powered aircraft, Part-145 applies, but does not cover the provision that persons release maintenance. This is only covered by Part II M.A.801 and ML.A.801.
8.8.3	8.8.3 When maintenance is not carried out by an approved maintenance organization, the maintenance release shall include the following:		☐	☐	☐	☒	☐	☐	Not implemented	In the EU system, for CAT operations and

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	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. _____									complex motor-powered aircraft, Part-145 applies, but does not cover the provision that persons release maintenance. This is only covered by Part II M.A.801 and ML.A.801.
9.1.1	CHAPTER 9. AEROPLANE FLIGHT CREW	R. (EU) 2018/1139:Annex V, pt. 7.1.Reg. (EU)	☒	☐	☐	☐	☐	☐		

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	9.1 Composition of the flight crew 9.1.1 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 aeroplane used, the type of operation involved and the duration of flight between points where flight crews are changed.	965/2012:ORO.FC.100;ACM3.ORO.MLR.100 (a), ch.4 of OM-A								
9.1.2	9.1.2 Radio operator The flight crew shall include at least one member who holds a valid licence, issued or rendered valid by the State of Registry, authorizing operation of the type of radio transmitting equipment to be used.	Reg. (EU) 1178/2011:FCL.055 pt.(a)	☒	☐	☐	☐	☐	☐		
9.1.3	9.1.3 Flight engineer When a separate flight engineer's station is incorporated in the design of an aeroplane, the flight crew shall include at least one flight engineer especially assigned to that station, unless the duties associated with that station can be satisfactorily performed by another flight crew member, holding a flight engineer licence, without interference with regular duties.	Reg. (EU) 965/2012: ORO.FC.110	☒	☐	☐	☐	☐	☐		Licensing of flight engineers remains M. States' responsi

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										bility
9.1.4	9.1.4 Flight navigator The flight crew shall include at least one member who holds a flight navigator licence in all operations where, as determined by the State of the Operator, navigation necessary for the safe conduct of the flight cannot be adequately accomplished by the pilots from the pilot station.	Not within the scope of EU rules	☐	☐	☐	☐	☐	☒		Not under the remits of the Basic Regulation ((EU) 2018/1139).
9.2	9.2 Flight crew member emergency duties The operator shall, for each type of aeroplane, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation. 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 aeroplane.	R.(EU) 2018/1139:Annex V pt. 2(b).Reg. (EU) 965/2012: ORO.FC.130 pt. (a), (b);ORO.FC.230 pt. (d);AMC1 ORO.FC.230 pt. (a)&(b);ORO.GEN.110 pt. (e),(f),(h);AM	☐	☒	☐	☐	☐	☐	ORO.FC.130 (a) establishes provisions for each type and variant. ORO.GEN.110(h) requires also the use of a checklist. ICAO Annex 6 9.2 does	

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		C1 ORO.FC.220 pt. (b)&(d)							not require it.	
9.3.1	9.3 Flight crew member training programmes 9.3.1 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 in the type(s) of aeroplane on which the flight crew member serves; c) include proper flight crew coordination and training in all types of emergency and abnormal situations or procedures caused by engine, airframe or systems malfunctions, fire or other abnormalities; d) include upset prevention and recovery training; e) include training in knowledge and skills related to visual and instrument flight procedures for the intended area of operation, charting, human performance	Reg. (EU) 2018/1139:Annex V (pt. 8.1.b).Reg. (EU) 965/2012:AMC3 ORO.MLR.100 [(a)D];ORO.FC.145 (a).2; AMC1 ORO.FC.220; AMC1 ORO.FC.230; ORO.GEN.210 (c);AMC1 ORO.FC.115 &215 (f).1;AMC1 ORO.FC.230 [3(ii)(A)];ORO.FC.110 (j); ORO.FC.115 (a);ORO.FC.215	☒	☐	☐	☐	☐	☐		

—	European Union Aviation Safety Agency-Annex 6 Amendment 48	State Reference	Difference					Not Applicable	Details of Difference	Remarks
Annex Reference & SARP Identifier	OPERATION OF AIRCRAFT - PART I INTERNATIONAL COMMERICIAL AIR TRANSPORT - AEROPLANES		No	Yes						
				Level of implementation of SARPs			Siginificant Difference			
	Annex Standard or Recommended Practice			A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	including threat and error management and in the transport of dangerous goods; f) 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; 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 4.2.5 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 9.2 and 9.3 may be varied and need not be as extensive as the initial training given in a particular type of aeroplane.* *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,*	(a),(b)&(c);ORO.FC.230 [(b)1];ORO.FC.130(b);CAT.OP.MPA.275;AMC1 SPA.LVO.120;ORO.FC.145(c); ORO.FC.320; ORO.FC.325								

	be utilized in meeting the requirements for periodic ground training. *Note 5.— For more information on dangerous goods operational requirements, see Chapter 14.* *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. 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).*									

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	Note 10.— Procedures for upset prevention and recovery training in a flight simulation training device are contained in the Procedures for Air Navigation Services — Training *(PANS-TRG, Doc 9868).* *Note 11.— Guidance on upset prevention and recovery training in a flight simulation training device is contained in the* Manual on Aeroplane Upset Prevention and Recovery Training *(Doc 10011).*									
9.3.2	9.3.2 The requirement for recurrent flight training in a particular type of aeroplane 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 9.4.4 in that type of aeroplane.	Reg. (EU) 965/2012:ORO.FC.230 pt. (f);ORO.FC.145 pt. (c)	☒	☐	☐	☐	☐	☐		
9.4.1.1	9.4 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*	Reg. (EU) 1178/2011:FCL.060 pt. (b).Reg. (EU) 965/2012:ORO.FC.200 pt.	☐	☒	☐	☐	☐	☐	For single pilot IFR, EASA also requires 5 IFR flights and 3 IFR	

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	nature on cross-crew qualification, mixed-fleet flying and cross-credit. 9.4.1 Recent experience — pilot-in-command and co-pilot 9.4.1.1 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 aeroplane 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 aeroplane or in a flight simulator approved for the purpose.	(a), (b);AMC1 ORO.FC.200 (a) para (a) and (b);ORO.FC. 202 pt. (c)							approaches in the single pilot role under ORO.FC.202.However, besides the 90 days, Reg. (EU) 965/2012 extends the mitigation measures. This is not required by the standard.	
9.4.1.2	9.4.1.2 When a pilot-in-command or a co-pilot is flying several variants of the same type of aeroplane or different types of aeroplanes with similar characteristics in terms of operating procedures, systems and handling, the State shall decide under which conditions the requirements of 9.4.1.1 for each variant or each type of aeroplane can be combined.	Reg. (EU) 965/2012:ORO.FC.125; ORO.FC.140 pt. (a), (b); ORO.FC.240 pt. (a), (b); AMC1 ORO.FC.240 (a)(4)(v).Reg. (EU) 1178/2011:F	☒	☐	☐	☐	☐	☐		

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes — Level of implementation of SARPs: A) More Exacting or Exceeds	Difference: Yes — Level of implementation of SARPs: B) Different in character or Other means of compliance	Difference: Yes — Level of implementation of SARPs: C) Less protective or partially implemented or not implemented	Difference: Yes — Significant Difference	Not Applicable	Details of Difference	Remarks
		CL.060 pt. (b.4)								
9.4.2.1	9.4.2 Recent experience — cruise relief pilot 9.4.2.1 The operator shall not assign a pilot to act in the capacity of cruise relief pilot in a type or variant of a type of aeroplane unless, within the preceding 90 days that pilot has either: a) operated as a pilot-in-command, co-pilot or cruise relief pilot on the same type of aeroplane; or b) carried out flying skill refresher training including normal, abnormal and emergency procedures specific to cruise flight on the same type of aeroplane or in a flight simulator approved for the purpose, and has practised approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane.	Reg. (EU) 1178/2011:FCL.060 pt.(b.3).Reg. (EU) 965/2012:ORO.FC.A.201 (a)&(b)	☐	☒	☐	☐	☐	☐	European rule FCL.060 requires at least 3 sectors.	
9.4.2.2	9.4.2.2 When a cruise relief pilot is flying several variants of the same type of aeroplane or different types of aeroplanes with similar characteristics in terms of operating procedures, systems and handling, the State shall decide under which conditions the requirements of 9.4.2.1 for each variant or each type of aeroplane can be combined.	Reg. (EU) 965/2012:ORO.FC.A.201 pt. (a)&(b) Reg. (EU) 1178/2011:FCL.060 pt. (b)(3) &	☒	☐	☐	☐	☐	☐		

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		(b)(4)								
9.4.3.1	9.4.3 Pilot-in-command area, route and aerodrome qualification 9.4.3.1 The operator shall not utilize a pilot as pilot-in-command of an aeroplane on a route or route segment for which that pilot is not currently qualified until such pilot has complied with 9.4.3.2 and 9.4.3.3.	Reg. (EU) 965/2012:ORO.GEN.110 pt. (d);ORO.FC.105 pt. (b)(2), (c) &(d)	☒	☐	☐	☐	☐	☐		
9.4.3.2	9.4.3.2 Each such pilot shall demonstrate to the operator an adequate knowledge of: a) the route to be flown, and the aerodromes which are to be used. 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	Reg. (EU) 2018/1139:Annex V pt. (2) Reg. (EU) 965/2012:CAT.OP.MPA.175 pt. (b);ORO.FC.105 pt. (b)&(c);AMC1 ORO.FC.105(b)(2);(c) pts. (a), (b) & (c); AMC1 ORO.FC.105(c) pts. (a) (b);AMC2 ORO.FC.105(	☒	☐	☐	☐	☐	☐		

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	5) the navigational facilities and procedures, including any long-range navigation procedures, associated with the route along 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.*	c) pts. (a) & (b)								
9.4.3.3	9.4.3.3 A pilot-in-command shall have made an actual approach into each aerodrome of landing on the route, accompanied by a pilot who is qualified for the aerodrome, as a member of the flight crew or as an observer on the flight deck, unless: a) the approach to the aerodrome is not over difficult terrain and the instrument approach procedures and aids available are similar to those with which the pilot is familiar, and a margin to be approved by the State of the Operator is added to the normal operating minima, or there is reasonable certainty that approach and landing can be made in visual meteorological conditions; or	Reg. (EU) 965/2012:ORO.FC.105 (b)(2)&(c);AMC1 ORO.FC.105(b)(2);(c) pts. (a), (b) & (c);AMC2 ORO.FC.105(c) pts. (a) & (b)	☐	☐	☒	☐	☐	☐	Other means of compliance.European rules have implemented a categorisation of aerodromes (A, B, C and/or demanding /not	

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	b) the descent from the initial approach altitude can be made by day in visual meteorological conditions; or c) the operator qualifies the pilot-in-command to land at the aerodrome concerned by means of an adequate pictorial presentation; or d) the aerodrome concerned is adjacent to another aerodrome at which the pilot-in-command is currently qualified to land.								demanding).	
9.4.3.4	9.4.3.4 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.	Reg. (EU) 965/2012:ORO.MLR.115 pts. (c), (d)(1) & (e);ORO.AOC.140 pt. (c);AMC1 ORO.MLR.115;AMC1 ORO.FC.105(b)(2);(c) pt. (c)	☒	☐	☐	☐	☐	☐		
9.4.3.5	9.4.3.5 The operator shall not continue to utilize a pilot as a pilot-in-command on a route or within an area specified by the operator and approved by the State of the Operator unless, within the preceding 12 months, that pilot has made at least one trip as a pilot	Reg. (EU) 965/2012:ORO.FC.105 pt. (c); AMC1 ORO.FC.105(	☒	☐	☐	☐	☐	☐		

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	member of the flight crew, or as a check pilot, or as an observer in the flight crew compartment: a) within that specified area; and b) if appropriate, on any route where procedures associated with that route or with any aerodromes intended to be used for take-off or landing require the application of special skills or knowledge.	c) pts. (a) & (b);AMC2 ORO.FC.105(c) pts. (a) & (b)								
9.4.3.6	9.4.3.6 In the event that more than 12 months elapse in which a pilot-in-command has not made such a trip on a route in close proximity and over similar terrain, within such a specified area, route or aerodrome, and has not practised such procedures in a training device which is adequate for this purpose, prior to again serving as a pilot-in-command within that area or on that route, that pilot must requalify in accordance with 9.4.3.2 and 9.4.3.3.	Reg. (EU) 965/2012:ORO.FC.105 pt. (c); AMC1 ORO.FC.105(c) pts. (a) & (b);AMC2 ORO.FC.105(c) pts. (a) & (b)	☒	☐	☐	☐	☐	☐		
9.4.4.1	9.4.4 Pilot proficiency checks 9.4.4.1 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 aeroplane. Where the operation may be conducted under instrument flight rules, the operator shall ensure that the pilot's competence to comply with such rules is demonstrated to either a check pilot of the operator or to a	Reg. (EU) 965/2012:AMC1 ORO.FC.240 pt. (a);AMC1 ORO.FC.230 pts. (a) & (b);ORO.FC.230 pt. (b);ORO.FC.	☐	☐	☒	☐	☐	☐	Other means of compliance.The rule allows alternative training and qualification	Even though checking intervals can be extended, the same or even

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			No	Yes							
				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
	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).*	145 pts. (a) & (c)								programme (ATQP) as an alternative to the prescriptive training requirements.	higher level needs to be achieved. For operations under VFR by day of performance class B aeroplanes conducted during seasons not longer than 8 consecutive months one operator proficiency check is sufficien

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										t.
9.4.4.2	9.4.4.2 When the operator schedules flight crew on several variants of the same type of aeroplane or different types of aeroplanes with similar characteristics in terms of operating procedures, systems and handling, the State shall decide under which conditions the requirements of 9.4.4.1 for each variant or each type of aeroplane can be combined.	Reg. (EU) 965/2012:ORO.FC.140 pt. (a);AMC1 ORO.FC.240 (a);ORO.FC. 240 pt. (a)	☒	☐	☐	☐	☐	☐		
9.4.5.1	9.4.5 Single pilot operations under the instrument flight rules (IFR) or at night 9.4.5.1 The State of the Operator shall prescribe requirements of experience, recency and training applicable to single pilot operations intended to be carried out under the IFR or at night.	Reg. (EU) 965/2012:ORO.FC.200 (c)(2);ORO.FC.202 Reg. (EU) 1178/2011:FCL.060 pt. (b)(1)	☒	☐	☐	☐	☐	☐		
9.4.5.2	9.4.5.2 **Recommendation.—** *The pilot-in-command should:* *a) for operations under the IFR or at night, have accumulated at least 50 hours flight time on the class of aeroplane, of which at least 10 hours shall be as pilot-in-command;*	Reg. (EU) 965/2012:ORO.FC.202 (c)(1),ORO.FC.202 (d)(1), ORO.FC.202 (d)(2),ORO.FC.202 (c)(2),ORO.F	☐	☒	☐	☐	☐	☐	For IFR operations, the pilot shall have accumulated at least 50 hours of IFR flight time	Paragraph (a) of the SARP states that for IFR or night operatio

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	b) for operations under the IFR, have accumulated at least 25 hours flight time under the IFR on the class of aeroplane, which may form part of the 50 hours flight time in sub-paragraph a); *c) for operations at night, have accumulated at least 15 hours flight time at night, which may form part of the 50 hours flight time in sub-paragraph a);* *d) for operations under the IFR, have acquired recent experience as a pilot engaged in a single pilot operation under the IFR of:* *1) at least five IFR flights, including three instrument approaches carried out during the preceding 90 days on the class of aeroplane in the single pilot role; or* *2) an IFR instrument approach check carried out on such an aeroplane during the preceding 90 days;* *e) for operations at night, have made at least three take-offs and landings at night on the class of aeroplane in the single pilot role in the preceding 90 days; and* *f) have successfully completed training programmes that include, in addition to the requirements of 9.3, passenger briefing with respect to emergency*	C.202 (a);AMC1 ORO.FC.220 (d)							instead of the 25 hours specified in paragraph (b).	ns the pilot shall have accumulated at least 50 hours of flight time in the class of aeroplane, and paragraph (b) specifies that 25 hours of these 50 hours shall be for IFR operations. On the other hand, the EU regulation states in

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				Level of implementation of SARPs				Significant Difference			
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	evacuation, autopilot management, and the use of simplified in-flight documentation.										subparagraph (c)(1) that for IFR operations the pilot must have accumulated at least 50 hours of IFR flight time in the relevant type or class of aeroplane. For this reason, it is understood that the EU regulation

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										exceeds the SARP.
9.4.5.3	9.4.5.3 The initial and recurrent flight training and proficiency checks indicated in 9.3.1 and 9.4.4 shall be performed by the pilot-in-command in the single pilot role on the class of aeroplane in an environment representative of the operation.	Reg. (EU) 965/2012:ORO.FC.202 S;ORO.FC.230; ORO.FC.320; ORO.FC.330	☒	☐	☐	☐	☐	☐		
9.5	9.5 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.	Reg. (EU) 1178/2011:MED.B.070 (2)	☒	☐	☐	☐	☐	☐		
10.1	CHAPTER 10. FLIGHT OPERATIONS OFFICER/ FLIGHT DISPATCHER 10.1 When the State of the Operator requires that a flight operations officer/flight dispatcher, employed in conjunction with an approved method of control and	Not within the scope of EU rules	☐	☐	☐	☐	☐	☒	National rules apply	No requirement for flight operations officer/flight

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	supervision of flight operations, be licensed, that flight operations officer/flight dispatcher shall be licensed in accordance with the provisions of Annex 1.									dispatchers to be licensed.
10.2	10.2 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.	Reg (EU) 965/2012, ORO.GEN.110; AMC1 ORO.GEN.110(c)&(e); GM1 ORO.GEN.110(c)	☐	☐	☐	☒	☐	☐	'partially implemented' because AMC1 (c)&(e) covers only those flight dispatchers involved in flight monitoring and flight watch	New training programme for specific functions of FOO/FD will be added with RMT.0392.
10.3	10.3 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 4.2.1.3; *Note.— Guidance on the composition of such training syllabi is provided in the*	Reg (EU) 965/2012, ORO.GEN.110; AMC1 ORO.GEN.110(c)&(e); e) AMC1 ORO.GEN.110 (c) & (e)	☐	☐	☐	☒	☐	☐	Partially implemented. 'The training programme for FOO and FD is detailed in AMC1. However, the EU	New training programme for specific functions of FOO/FD will be added

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	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 the flight crew compartment of an aeroplane over any area for which that individual is authorized to exercise flight supervision. The flight should include landings at as many aerodromes 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 2; 2) the radio equipment in the aeroplanes used; and 3) the navigation equipment in the aeroplanes used; d) demonstrated to the operator a knowledge of the following details concerning operations for which the officer is responsible and areas in which								requirements do not establish the minimum conditions for assigning an FOO or FD to duty; moreover, the duties and responsibilities of an FOO or FD as per SARP 4.2.1.3 are not transposed in the EU rules yet. Point (b) is also not transposed into Reg. (EU) 965/2012. These will	with RMT.0392.

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	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 aeroplanes used; 3) the peculiarities and limitations of each navigation system which is used by the operation; and 4) the aeroplane loading instructions; e) demonstrated to the operator knowledge and skills related to human performance relevant to dispatch duties; and f) demonstrated to the operator the ability to perform the duties specified in 4.6.								be addressed with RMT.0392 (see NPA 2023-01).	
10.4	10.4 **Recommendation.—** *A flight operations officer/flight dispatcher assigned to duty should maintain complete familiarization with all features of the operation 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*	Reg (EU) 965/2012, ORO.GEN.110; AMC1 ORO.GEN.110(c)&(e);	☐	☐	☐	☒	☐	☐	'Partially implemented'. Recurrent training is included in the AMC, the HF is	New training programme for FOO/FD will be added

	performance can be found in the Human Factors Training Manual *(Doc 9683)*.								also captured in the initial training. However, that AMC applies only to FOO and FD who have tasks related to flight monitoring and flight watch. 'The training programme for FOO and FD is detailed in AMC1. However, the EU requirements do not establish the minimum conditions	with RMT.0392 (see NPA 2023-01)

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									for assigning an FOO or FD to duty; moreover, the duties and responsibilities of an FOO or FD as per SARP 4.2.1.3 are not transposed in the EU rules yet. Point (b) is also not transposed into Reg. (EU) 965/2012.	
10.5	10.5 **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 10.3 are met.*	Reg. (EU) 965/2012:ORO.GEN.110 pt. (e)	☐	☐	☐	☒	☐	☐		Not implemented.The EU requirement specifies

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			No	Yes							
				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
											that all personnel involved in flight and ground operations must be properly instructed and must have demonstrated their abilities in their particular duties.This topic will be addressed in RMT.0392.

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11.1	CHAPTER 11. 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 4.2.10* *Continuing Airworthiness Records — see 8.4* *Flight time, flight duty periods, duty periods and rest periods records — see 4.10.8* *Flight preparation forms — see 4.3* *Operational flight plan — see 4.3.3.1* *Pilot-in-command route and airport qualification records — see 9.4.3.4.* 11.1 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.	R.(EU) 2018/1139:Annex V pt. 4.1R. (EU) 1321/2014:M.A.901(k)(2), CAMO.A.320; Reg (EU) 748/2012, 21.A.174(b)(iii);	☒	☐	☐	☐	☐	☐		

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11.2	11.2 Operator's maintenance control manual The operator's maintenance control manual provided in accordance with 8.2, which may be issued in separate parts, shall contain the following information: a) a description of the procedures required by 8.1.1 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 8.1.4; c) a reference to the maintenance programme required by 8.3.1;	Reg. (EU) 1321/2014:CAMO.A.300; AMC1 CAMO.A.300; AMC1 CAMO.A.300(a)(1)	☒	☐	☐	☐	☐	☐		

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference						Not Applicable	Details of Difference	Remarks
			No	Yes							
				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
	d) a description of the methods used for the completion and retention of the operator's continuing airworthiness records required by 8.4; e) a description of the procedures for monitoring, assessing and reporting maintenance and operational experience required by 8.5.1; f) a description of the procedures for complying with the service information reporting requirements of Annex 8, Part II, Chapter 4, 4.2.3 f) and 4.2.4; g) a description of procedures for assessing continuing airworthiness information and implementing any resulting actions, as required by 8.5.2; 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 aircraft types and models to which the manual applies;										

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	k) a description of procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified; and l) a description of the procedures for advising the State of Registry of significant in-service occurrences.									
11.3.1	11.3 Maintenance programme 11.3.1 A maintenance programme for each aeroplane as required by 8.3 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 aeroplane; 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 aircraft systems, components and engines.	Reg. (EU) 1321/2014:- Appendix I to AMC M.A.302 and M.B.301(b): — 1.1.10 and 1.1.6;— 1.1.13;— 1.1.7 and — 4; — 6;- M.A.302(f);- AMC M.A.302(d) pt. (4)	☒	☐	☐	☐	☐	☐		

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11.3.2	11.3.2 Maintenance tasks and intervals that have been specified as mandatory in approval of the type design shall be identified as such.	Reg. (EU) 1321/2014:M.A.302;Appendix I to AMC M.A.302 and M.B.301(b): -1.1.17.	☒	☐	☐	☐	☐	☐		
11.3.3	11.3.3 **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.*	Reg. (EU) 1321/2014:M.A.302 pt.(d)	☒	☐	☐	☐	☐	☐		
11.4.1	11.4 Journey log book 11.4.1 **Recommendation.—** *The aeroplane journey log book should contain the following items and the corresponding roman numerals:* I — *Aeroplane nationality and registration.* II — *Date.* III — *Names of crew members.*	Reg. (EU) 965/2012:ORO.MLR.110; AMC1 ORO.MLR.110	☒	☐	☐	☐	☐	☐		

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	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, aerial work, scheduled or non-scheduled).* XI — *Incidents, observations, if any.* XII — *Signature of person in charge.*									
11.4.2	11.4.2 **Recommendation.—** *Entries in the journey log book should be made currently and in ink or indelible pencil.*	Reg. (EU) 965/2012:ORO.MLR.110; AMC1 ORO.MLR.110	☒	☐	☐	☐	☐	☐		
11.4.3	11.4.3 **Recommendation.—** *Completed journey log book should be retained to provide a continuous record of the last six months' operations.*	Reg. (EU) 965/2012:ORO.MLR.115	☐	☐	☐	☒	☐	☐		Less protective.3-month

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										storage period required under Reg. 965/2012
11.5	11.5 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 aeroplanes 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.	Reg. (EU) 965/2012:CAT.GEN.MPA.145;AMC1 CAT.GEN.MPA.145	☒	☐	☐	☐	☐	☐		
11.6	11.6 Flight recorder records The operator shall ensure, to the extent possible, in the event the aeroplane becomes involved in an accident or incident, the preservation of all related flight recorder records and, if necessary, the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with Annex 13.	Reg. (EU) 965/2012:CAT.GEN.MPA.195 pt. (a);AMC3 ORO.MLR.100.R.(EU) No	☐	☐	☐	☒	☐	☐	Less protective.In the absence of indication from the investigating	CAT.GEN.MPA.195 (a) requires preservation of original

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			No	Yes							
				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
	_____	996/2010:Art. 13								authority, the operator is not required to preserve the data for more than 60 days after the accident or serious incident.	recorded data after an accident or serious incident or an occurrence identified by the investigating authority.AMC3 ORO.MLR.100 lists the minimum information to be contained by the operations manual. According to AMC3

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										ORO.MLR.100, Part A, section 11 of the operations manual should contain procedures for the preservation of recordings.
12.1	CHAPTER 12. CABIN CREW 12.1 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 aeroplane, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation.	Reg. (EU) 2018/1139: Annex V: Ch. 7.Reg. (EU) 965/2012:ORO.CC.100; AMC1 ORO.CC.100 ; ORO.CC.205 ; AMC1 ORO.CC.205	☒	☐	☐	☐	☐	☐		

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	The operator shall assign these functions for each type of aeroplane.	(c)(1) pt. (b).								
12.2	12.2 Cabin crew at emergency evacuation stations Each cabin crew member assigned to emergency evacuation duties shall occupy a seat provided in accordance with 6.16 during take-off and landing and whenever the pilot-in-command so directs.	Reg. (EU) 965/2012:CAT.OP.MPA.210 pt. (b);AMC1 CAT.OP.MPA.210(b);CAT.IDE.A.205 pts. (a)(6) & (b).	☒	☐	☐	☐	☐	☐		
12.3	12.3 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.*	Reg. (EU) 965/2012:CAT.IDE.A.205 pts. (a)(6) & (b);AMC3 CAT.IDE.A.205; AMC2 CAT.IDE.A.205, AMC1 ORO.GEN.110(f)(h);CAT.OP.MPA.210 pt. (b);AMC1 CAT.OP.MPA.210(b)	☒	☐	☐	☐	☐	☐		

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12.4	12.4 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 which the cabin crew member 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 aeroplanes operated above 3 000 m (10 000 ft), knowledgeable as regards the effect of lack of oxygen and, in the case of pressurized aeroplanes, 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;	Reg. (EU) 2018/1139 :Annex IV, pt. 4.Reg. (EU) 1178/2011:CC.TRA.215;CC.TRA.220;CC.TRA.225;Appendix I to Part-CC. Reg. (EU) 965/2012: ORO.CC Section 1;ORO.CC.210;ORO.CC.215;ORO.CC.255.For DG: ORO.GEN.110 (j);CAT.GEN.MPA.200;SPA.DG.105;AMC1 ARO.OPS.200	☐	☒	☐	☐	☐	☐	The successful completion of the Initial training required by Reg. (EU) No 1178/2011 AIRCREW results in the issuance of a Cabin Crew Attestation (CCA) to the applicant. CCA is required for CAT operations. If operators other than CAT decide to carry a cabin crew	CCA shall be issued in accordance with the mandatory EASA Form 142 (Appendix II to Part-ARA of Reg. (EU) No 1178/2011). CCA is mutually recognised and transferrable in all EU Member States and remains

	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 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.— For more information on dangerous goods operational requirements, see Chapter 14.* *Note 3.— 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).*								member, this person shall also comply with Reg. (EU) No 1178/2011 and Reg. (EU) No 965/2012.	valid unless it is suspended or revoked by the Competent Authority or its holder has not exercised the associated privileges during the preceding 60 months on at least one aircraft type. If the holder's CCA becomes

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										invalid, the holder must undergo again the training required by Reg. (EU) No 1178/2011 and by Reg. (EU) No 965/2012.
13.1.0.1	CHAPTER 13. SECURITY†† 13.1 Domestic commercial operations **Recommendation.—** *International Standards and Recommended Practices set forth in this chapter should be applied by all Contracting States also in case of domestic commercial operations (air services).*	Reg. (EU) 965/2012:ORO.SEC.100	☒	☐	☐	☐	☐	☐		ORO.SEC.100 applies regardless whether on domestic or international operatio

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	---------- †† In the context of this chapter, the word "security" is used in the sense of prevention of illicit acts against civil aviation.									n.
13.2.1	13.2 Security of the flight crew compartment 13.2.1 In all aeroplanes which are equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin.	Reg. (EU) 965/2012:ORO.SEC.100	☒	☐	☐	☐	☐	☐		
13.2.2	13.2.2 All passenger-carrying aeroplanes: a) of a maximum certificated take-off mass in excess of 54 500 kg; or b) of a maximum certificated take-off mass in excess of 45 500 kg with a passenger seating capacity greater than 19; or c) with a passenger seating capacity greater than 60 shall be equipped with an approved flight crew compartment door that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized persons. This door shall be capable of being locked and unlocked from either pilot's station.	Reg. (EU) 965/2012:ORO.SEC.100 pt. (b).Reg. (EU) 748/2012:Annex I (Part 21):21.A.101; 21.B.80;CS 25.795 (a).	☒	☐	☐	☐	☐	☐		CS 25.772 explains the door airworthiness requirements in ORO.SEC.100 of Reg.(EU) 965/2012

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13.2.3	13.2.3 In all aeroplanes which are equipped with a flight crew compartment door in accordance with 13.2.2: a) this door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and b) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.	Reg. (EU) 965/2012:ORO.SEC.100 pt. (c).	☒	☐	☐	☐	☐	☐		
13.2.4	13.2.4 **Recommendation.—** *All passenger-carrying aeroplanes should be equipped with an approved flight crew compartment door, where practicable, that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized persons. This door should be capable of being locked and unlocked from either pilot's station.*	Reg. (EU) 965/2012:ORO.SEC.100	☐	☐	☐	☒	☐	☐	Partilally implemented. ORO.SEC.100 para (b) stipulates that EU regulation only applies to passenger-carrying	

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									aeroplanes which fall within one of the categories stated on (b)(1), (b)(2) or (b)(3).	
13.2.5	13.2.5 **Recommendation.—** *In all aeroplanes which are equipped with a flight crew compartment door in accordance with 13.2.4:* *a) the door should be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and* *b) means should be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.*	Reg. (EU) 965/2012:ORO.SEC.100	☒	☐	☐	☐	☐	☐		
13.3	13.3 Aeroplane search procedure checklist	Reg. (EU) 2018/1139:Annex V: pt.	☒	☐	☐	☐	☐	☐		

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	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 and for inspecting aeroplanes for concealed weapons, explosives or other dangerous devices when a well-founded suspicion exists that the aeroplane may be the object of an act of unlawful interference. The checklist shall be supported by guidance on the appropriate course of action to be taken should a bomb or suspicious object be found and information on the least-risk bomb location specific to the aeroplane.	8.4.Reg. (EU) 965/2012:ORO.GEN.110; AMC1 ORO.GEN.110(a) pt. (h), (i)								
13.4.1	13.4 Training programmes 13.4.1 The operator shall establish and maintain an approved security training programme which ensures crew members act in the most appropriate manner to minimize the consequences of acts of unlawful interference. As a minimum, this programme shall include the following elements: a) determination of the seriousness of any occurrence; b) crew communication and coordination; c) appropriate self-defence responses;	Reg. (EU) 2018/1139:Annex V: pt. 8.4.R.(EC) 300/2008:Annex 1, Point 10. Reg. (EU) 965/2012: ORO.GEN.110; AMC1 ORO.GEN.110(a); ORO.AOC.100; AMC1 ORO.AOC.100(a); AMC1 ORO.FC.220;	☒	☐	☐	☐	☐	☐		Implementation of Reg. (EC) No 300/2008 is done at national level by each MS in its National Security Programme.

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	d) use of non-lethal protective devices assigned to crew members whose use is authorized by the State of the Operator; e) understanding of behaviour of terrorists so as to facilitate the ability of crew members to cope with hijacker behaviour and passenger responses; f) live situational training exercises regarding various threat conditions; g) flight crew compartment procedures to protect the aeroplane; and h) aeroplane search procedures and guidance on least-risk bomb locations where practicable.	AMC1 ORO.FC.230; AMC1 ORO.CC.125 (c);ORO.CC. 140								
13.4.2	13.4.2 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 an aeroplane so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.	Reg. (EU) 2018/1139:Annex V: pt. 8.4.R.(EC) 300/2008:Annex 1, Point 10. Reg. (EU) 965/2012: ORO.GEN.110 pt (e)AMC1 ORO.GEN.110(a); AMC1 ORO.AOC.100(a); AMC1	☒	☐	☐	☐	☐	☐		Reg. (EC) No 300/2008 is implemented at national level by each MS in its National Security Program

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		ORO.FC.220; AMC1 ORO.FC.230; AMC1 ORO.CC.125 (c);ORO.CC. 140ORO.CC. 125								me.
13.5	13.5 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.	Reg. (EU) 2018/1139:Annex V: pt. 8.4.Reg. (EU) 965/2012: ORO.MLR.100; AMC3 ORO.MLR.100 (a) Part A Chapter 11(e). Reg. (EU) 376/2014: Part A Chapter 11(e) Art. 4	☒	☐	☐	☐	☐	☐		
13.6.1	13.6 Miscellaneous 13.6.1 **Recommendation.—** *Specialized means of attenuating and directing the blast should be provided for use at the least-risk bomb location.*	Reg. (EU) 965/2012:ORO.CC.125 pt. (c);AMC1 ORO.CC.125 (c) pt. (a)(13);	☒	☐	☐	☐	☐	☐		

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		Reg. (EU) 748/2012: 21.B.80; CS 25.795 para (c)(1); AMC 25.795(c)(1)								
13.6.2	13.6.2 **Recommendation.—** *Where the operator accepts the carriage of weapons removed from passengers, the aeroplane should have provision for stowing such weapons in a place so that they are inaccessible to any person during flight time.*	Reg. (EU) 965/2012:CAT.GEN.MPA.155 pt. (b);CAT.GEN.MPA.160 pt. (b)	☒	☐	☐	☐	☐	☐		
14.1	CHAPTER 14. DANGEROUS GOODS 14.1 State responsibilities *Note 1.— Annex 18, Chapter 11, contains requirements for each Contracting State to establish oversight procedures for all entities (including packers, shippers, ground handling agents and operators) performing dangerous goods functions.* *Note 2.— Operator responsibilities for the transport of dangerous goods are contained in Chapters*	Reg. (EU) 965/2012:ORO.GEN.110 pt. (j);ORO.MLR.100;AMC3 ORO.MLR.100	☒	☐	☐	☐	☐	☐		

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	8, 9 and 10 of Annex 18. Part 7 of the Technical Instructions for the Safe Transport of Dangerous Goods by Air *(Doc 9284) (Technical Instructions) contains the operator's responsibilities and requirements for incident and accident reporting.* *Note 3.— The requirements pertaining to crew members or passengers carrying dangerous goods on aircraft are set forth in Part 8, Chapter 1, of the Technical Instructions.* *Note 4.— COMAT that meets the classification criteria of the Technical Instructions for dangerous goods are considered cargo and must be transported in accordance with Part 1;2.2.2 or Part 1;2.2.3 of the Technical Instructions (e.g. aircraft parts such as chemical oxygen generators, fuel control units, fire extinguishers, oils, lubricants, cleaning products).*									
14.2	14.2 Operators with no SPECIFIC APPROVAL FOR THE transport OF dangerous goods as cargo The State of the Operator shall ensure that operators with no specific approval to transport dangerous goods have: a) established a dangerous goods training programme that meets the requirements of Annex 18, the applicable requirements of the Technical Instructions,	Reg. (EU) 965/2012:ORO.GEN.110 pt. (j);ORO.MLR.100;AMC3 ORO.MLR.100	☒	☐	☐	☐	☐	☐		

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	Part 1, Chapter 4, and the requirements of the State's regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals; b) established dangerous goods policies and procedures in its operations manual to meet, at a minimum, the requirements of Annex 18, the Technical Instructions and the State's regulations to allow operator personnel to: 1) identify and reject undeclared dangerous goods, including COMAT classified as dangerous goods; and 2) report to the appropriate authorities of the State of the Operator and the State in which it occurred any: i) occasions when undeclared dangerous goods are discovered in cargo or mail; and ii) dangerous goods accidents and incidents.									
14.3	14.3 Operators WITH A SPECIFIC APPROVAL FOR THE transport OF dangerous goods as cargo	Reg. (EU) 965/2012:SP A.DG.100;SP	☒	☐	☐	☐	☐	☐		

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			No	Yes							
				Level of implementation of SARPs				Siginificant Difference			
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented					
	The State of the Operator shall issue a specific approval for the transport of dangerous goods and ensure that the operator: a) establishes a dangerous goods training programme that meets the requirements in the Technical Instructions, Part 1, Chapter 4, Table 1-4, and the requirements of the State regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals; b) establishes dangerous goods policies and procedures in its operations manual to meet, at a minimum, the requirements of Annex 18, the Technical Instructions and the State's regulations to enable operator personnel to: 1) identify and reject undeclared or misdeclared dangerous goods, including COMAT classified as dangerous goods; 2) report to the appropriate authorities of the State of the Operator and the State in which it occurred any: i) occasions when undeclared or misdeclared dangerous goods are discovered in cargo or mail; and	A.DG.105;SPA.DG.110; CAT.GEN.MPA.200								

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	ii) dangerous goods accidents and incidents; 3) report to the appropriate authorities of the State of the Operator and the State of Origin any occasions when dangerous goods are discovered to have been carried; i) when not loaded, segregated, separated or secured in accordance with the Technical Instructions, Part 7, Chapter 2; and ii) without information having been provided to the pilot-in-command; 4) accept, handle, store, transport, load and unload dangerous goods, including COMAT classified as dangerous goods as cargo on board an aircraft; and 5) provide the pilot-in-command with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo. *Note.— Article 35 of the Convention refers to certain classes of cargo restrictions.*									
14.4	14.4 Provision of information	Reg. (EU) 965/2012:SP	☒	☐	☐	☐	☐	☐		

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	The operator shall ensure that all personnel, including third-party personnel, involved in the acceptance, handling, loading and unloading of cargo are informed of the operator's specific approval and limitations with regard to the transport of dangerous goods.	A.DG.110;ORO.GEN.110 ; CAT.GEN.MPA.200								
14.5.1	14.5 Domestic commercial air transport operations **Recommendation.—** *The International Standards and Recommended Practices set forth in this chapter should be applied by all Contracting States also in the case of domestic commercial air transport operations.* *Note.— Annex 18 contains a similar provision in this regard.*	Reg. (EU) 965/2012:SPA.DG.100;SPA.DG.105;SPA.DG.110; CAT.GEN.MPA.200	☒	☐	☐	☐	☐	☐		
15.1	CHAPTER 15. CARGO COMPARTMENT SAFETY *Note.— Guidance on the hazards associated with the transport of items in the cargo compartment, the conduct of a specific safety risk assessment in accordance with the* Safety Management Manual *(Doc 9859), and the responsibilities for the transport of dangerous goods, is contained in the* Guidance for Safe Operations Involving Cargo Compartments *(Doc10102).*	Reg.(EU) 965/2012: ORO.GEN.200(a)(3)	☐	☐	☐	☒	☐	☐	Partially implemented. The implementing rule addresses the safety risk assessment without being so specific.	EASA intends to transpose this standard within the framework of Rulemaking Task

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			No	Yes							
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	15.1 TRANSPORT OF ITEMS IN THE CARGO COMPARTMENT 15.1. The State of the Operator shall ensure that the operator establishes policies and procedures for the transport of items in the cargo compartment, which include the conduct of a specific safety risk assessment. The risk assessment shall include at least the: a) hazards associated with the properties of the items to be transported; b) capabilities of the operator; c) operational considerations (e.g. area of operations, diversion time); d) capabilities of the aeroplane and its systems (e.g. cargo compartment fire suppression capabilities); e) containment characteristics of unit load devices; f) packing and packaging; g) safety of the supply chain for items to be transported; and h) quantity and distribution of dangerous goods items to be transported.									RMT.0392 'Regular Update of the Air Operations rules'.

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Siginificant Difference	Not Applicable	Details of Difference	Remarks
	Note.— Additional operational requirements for the transport of dangerous goods are contained in Chapter 14.									
15.2.1	**15.2 FIRE PROTECTION** 15.2.1 The elements of the cargo compartment(s) fire protection system, as approved by the State of Design or State of Registry, and a summary of the demonstrated cargo compartment fire protection certification standards, shall be provided in the aeroplane flight manual or other documentation supporting the operation of the aeroplane. *Note.— Guidance on the elements of cargo compartment fire protection and associated demonstrated standards are provided in the* Guidance for Safe Operations Involving Cargo Compartments *(Doc 10102).*	Reg.(EU) 748/2012: 21.B.70 CS 23.855; CS 25.855.	☐	☐	☐	☒	☐	☐	Partially implemented. The implementing rule addresses the safety risk assessment without being so specific.	EASA intends to transpose this standard within the framework of Rulemaking Task RMT.0392 'Regular Update of the Air Operations rules', and RMT.07

Annex Reference & SARP Identifier	Annex Standard or Recommended Practice	State Reference	Difference: No	Difference: Yes – Level of implementation of SARPs: A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented	Siginificant Difference	Not Applicable	Details of Difference	Remarks
										40 Regular update of Regulations (EU) 748/2012 and (EU) 2015/640 and associated AMC&GM and CS-26
15.2.2	15.2.2 The Operator shall establish policies and procedures that address the items to be transported in the cargo compartment. These shall ensure, to a reasonable certainty, that in the event of a fire involving those items, it can be detected and sufficiently suppressed or contained by the elements of the aeroplane design associated with cargo compartment fire protection, until the aeroplane makes a safe landing. *Note.— Guidance on policies and procedures that address the items to be transported in the cargo compartment are provided in the* Guidance for Safe Operations Involving Cargo Compartments *(Doc 10102).*	Reg.(EU) 965/2012: ORO.GEN.200(a)(3)	☐	☐	☐	☒	☐	☐	Partially implemented. The implementing rule addresses the safety risk assessment without being so specific.	EASA intends to transpose this standard within the framework of Rulemaking Task

———	European Union Aviation Safety Agency-Annex 6 Amendment 48	State Reference	Difference							
Annex Reference & SARP Identifier	OPERATION OF AIRCRAFT - PART I INTERNATIONAL COMMERICIAL AIR TRANSPORT - AEROPLANES		No	Yes				Not Applicable	Details of Difference	Remarks
				Level of implementation of SARPs			Siginificant Difference			
	Annex Standard or Recommended Practice			A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
	_____									RMT.0392 ‘Regular Update of the Air Operations rules’.