

FOREWORD

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

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25 OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS Annex Standard or Recommended Practice	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
			No	Yes						Significant Difference
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1.1	ANNEX 6 — PART III SECTION I GENERAL INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES CHAPTER 1. DEFINITIONS When the following terms are used in the Standards and Recommended Practices for international operations with helicopters, they have the following meanings: <i>Advanced aircraft.</i> 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.2	<i>Aerial work.</i> An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation	R.(EU) 965/2012:Art. 2 def.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Search and rescue operations	The term 'speciali

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	and patrol, search and rescue, aerial advertisement, etc.	(7)							are not included in SPO in the EU system. They are covered at national level.	sed operations' is used instead of aerial work.
1.3	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.	R.(EU) 2018/1139:Art. 3 def. (16).R.(EU) 139/2014:Art. 2, def. (1)CS ADR DSN.A.002	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.4	Agreement summary. When an aircraft is operating under an Article 83 <i>bis</i> agreement between the State of Registry and another State, the agreement summary is a document transmitted with the Article 83 <i>bis</i> 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. <i>Note.— The other State in the above definition</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. Term not used in the EU regulation.	

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	<i>refers to either the State of the Operator for commercial air transport operations or, for general aviation operations, to the State of the principal location of a general aviation operator.</i>									
1.5	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.	R.(EU) 965/2012:Annex I, Definition (8)R.(EU) 1321/2014:Art. 2(a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.6	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. <i>Note.— The aircraft operating manual is part of the operations manual.</i>	R.(EU) 2018/1139:Annex V (8.2) R.(EU) 965/2012:ORO.MLR.100; AMC1 ORO.MLR.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>		European rules use 'operations manual' part B.				
1.7	Air operator certificate (AOC). A certificate authorizing an operator to carry out specified commercial air transport operations.	R.(EC) 1008/2008: Art. 2(8).R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		See also Appendix I to Part-				

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		965/2012: Part-ARO, Appendix II (AOC)								ARO of R.(EU) 965/2012, which confirms that it is commercial air transport.
1.8	<i>Air traffic service (ATS)</i> . 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).	R.(EU) 2017/373: Annex I: def. (21)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The European term is 'air traffic service unit'.				
1.9	<i>Airworthy</i> . The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation.	R.(EU) 2018/1139: Art. 9(1).Annex II.R.(EU) 748/2012: 21A.165(c); 21A.307(a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Not defined as term, but used with the same meaning.				

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1.10	<p>Alternate heliport. A heliport to which a helicopter may proceed when it becomes either impossible or inadvisable to proceed to or to land at the heliport of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate heliports include the following:</p> <p><i>Take-off alternate.</i> An alternate heliport at which a helicopter would be able to land should this become necessary shortly after take-off and it is not possible to use the heliport of departure.</p> <p><i>En-route alternate.</i> An alternate heliport at which a helicopter would be able to land in the event that a diversion becomes necessary while en-route.</p> <p><i>Destination alternate.</i> An alternate heliport at which a helicopter would be able to land should it become either impossible or inadvisable to land at the heliport of intended landing.</p> <p><i>Note.— The heliport from which a flight departs may be an en-route or a destination alternate heliport for that flight.</i></p>	R.(EU) 965/2012: Art 2 Definition (8c) R.(EU) 923/2012: Art 2 def. (38)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Art. (2) def. (38) of R. (EU) 923/2012 uses the term ‘alternate aerodrome’				
1.11	Approach and landing phase — helicopters. That part of the flight from 300 m (1 000 ft) above the elevation	Reg.(EU) 965/2012:An	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Not defined				

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	of the FATO, if the flight is planned to exceed this height, or from the commencement of the descent in the other cases, to landing or to the balked landing point.	nex I def. (38);								as a term, but used with the same meaning.
1.12	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. (UE) 1321/2014 Art. 3; R.(EU) 748/2012:Part -21, para 21.B.80	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.13	Appropriate ATS authority. The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.14	Area navigation (RNAV). A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these. <i>Note.— Area navigation includes performance-based navigation as well as other operations that do not</i>	R.(EU) 923/2012:Art. 2 def.(45)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	<i>meet the definition of performance-based navigation.</i>									
1.15	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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.16	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.	R.(EU) 965/2012:Annex I def. (12)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.17	COMAT. Operator material carried on an operator's aircraft for the operator's own purposes.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. The term is not used in Reg. (EU) 965/2012.	Operator's DG material carried on its aircraft for its own purposes is covered by Reg. (EU) 965/2012 in

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										Annex V SPA.DG
1.18	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), CS-AWO.A.CVS .101. (a); GM5 SPA.LVO.100 (c) To EU. Reg 965/12	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.19	Commercial air transport operation. An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.	R.(EU) 2018/1139: Art. 3 (24)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.20	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.	R.(EU) 965/2012:CAT.OP.MPA.175, CAT.GEN.MPA.105;NCC.GEN.106;NC	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Not defined as a term, but used with the same				

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		O.GEN.105.								meaning
1.21	Congested area. In relation to a city, town or settlement, any area which is substantially used for residential, commercial or recreational purposes.	R.(EU) 965/2012:Annex I def. (24)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.22	Congested hostile environment. A hostile environment within a congested area.	R.(EU) 965/2012:Annex I def. (24), (69)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.23	Continuing airworthiness. The set of processes by which an aircraft, engine, rotor or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.	R.(EU) 1321/2014:Art. 2 (d) and Art. 3(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.24	Continuing airworthiness records. Records which are related to the continuing airworthiness status of an aircraft, engine, rotor or associated part.	R.(EU) 1321/2014: M.A.305, M.A.306; ML.A.305,	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Term not defined but types of				

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		R.(EU) 965/2012:OR O.GEN.220								records specified.
1.25	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 CDFa technique applies until circling approach minima (circling OCA/H) or visual flight manoeuvre altitude/height are reached.	R.(EU) 965/2012:Annex I def. (27)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.26	Crew member. A person assigned by an operator to duty on an aircraft during a flight duty period.	R.(EU) 965/2012: Annex I def. (29)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.27	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	R.(EU) 965/2012: Annex I	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	<p>dangerous goods in the Technical Instructions or which are classified according to those Instructions.</p> <p><i>Note.— Dangerous goods are classified in Annex 18, Chapter 3.</i></p>	definition (33)							
1.28	<p>Decision altitude (DA) or decision height (DH). A specified altitude or height in a three-dimensional (3D) instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.</p> <p><i>Note 1.— Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation.</i></p> <p><i>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.</i></p> <p><i>Note 3.— For convenience where both expressions are used they may be written in the form “decision altitude/height” and abbreviated “DA/H”.</i></p>	R.(EU) 965/2012:Annex I, definition (35a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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1.29	Defined point after take-off (DPATO). The point, within the take-off and initial climb phase, before which the helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required. <i>Note.— Defined points apply to helicopters operating in performance Class 2 only.</i>	R.(EU) 965/2012: Annex I definition (37)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.30	Defined point before landing (DPBL). The point, within the approach and landing phase, after which the helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required. <i>Note.— Defined points apply to helicopters operating in performance Class 2 only.</i>	R.(EU) 965/2012: Annex I definition (38)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.31	Duty. Any task that flight or cabin crew members are required by the operator to perform, including flight duty, administrative work, training, positioning and standby when it is likely to induce fatigue.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In the scope of the EU but not yet developed. National rules apply.	In the future, EASA RMT.04 94 foresees the development of

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										FTL for CAT operations with helicopters.
1.32	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.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In the scope of the EU but not yet developed. National rules apply.	In the future, EASA RMT.04 94 foresees the development of FTL for CAT operations with helicopters.
1.33	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.	R.(EU) 965/2012: Annex I def. (44a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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1.34	Elevated heliport. A heliport located on a raised structure on land.	R.(EU) 965/2012:GM 1 CAT.POL.H. 205(b)(4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Term used only in guidance material to performance regulations, with the same meaning.				
1.35	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: <i>Automatic fixed ELT (ELT(AF)).</i> An automatically activated ELT which is permanently attached to an aircraft. <i>Automatic portable ELT (ELT(AP)).</i> An automatically activated ELT which is rigidly attached to an aircraft but readily removable	R.(EU) 965/2012:CAT.IDE.H.280; AMC2 CAT.IDE.H.280 a); CAT.IDE.H.300; AMC1 CAT.IDE.H.300 (b)(3) & CAT.IDE.H.305(b); (a)NCC.IDE.H.215;	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	<p>from the aircraft.</p> <p><i>Automatic deployable ELT (ELT(AD)).</i> 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.</p> <p><i>Survival ELT (ELT(S)).</i> An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.</p>	<p>AMC2 NCC.IDE.H.2 15; NCO.IDE.H. 170; AMC2 NCO.IDE.H. 170; SPO.IDE.H.1 90; AMC2 SPO.IDE.H.1 90.</p>							
1.36	<p>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).</p>	<p>Reg.(EU) 748/2012:Annex I (Part 21):21.B.80;ED 2010/014/R:CS-definitions</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
1.37	<p>Enhanced vision system (EVS). A system to display electronic real-time images of the external scene achieved through the use of image sensors.</p> <p><i>Note.— EVS does not include night vision imaging systems (NVIS).</i></p>	<p>R.(EU) 965/2012:Annex I, def. (47)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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1.38	<p>En-route phase. That part of the flight from the end of the take-off and initial climb phase to the commencement of the approach and landing phase.</p> <p><i>Note.— Where adequate obstacle clearance cannot be guaranteed visually, flights must be planned to ensure that obstacles can be cleared by an appropriate margin. In the event of failure of the critical engine, operators may need to adopt alternative procedures.</i></p>	R.(EU) 965/2012:CAT.POL.H.420 ; AMC1 CAT.POL.H.420;CAT.POL.H. 400; Operations in performance GM1 CAT.POL.H.400(c);	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Not defined but used with the same meaning
1.39	<p>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.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In the scope of the EU but not yet developed. National rules apply.	The term is used with the same meaning in the authority requirements applicable to the oversight of helicopter

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										operator s.In the future, EASA RMT.04 94 foresees the development of FTL for CAT operations with helicopters.
1.40	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.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In the scope of the EU but not yet developed. National rules apply.	The term is used with the same meaning in the authority requirements applicable to the

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										oversight of helicopter operators. In the future, EASA RMT.04 94 foresees the development of FTL for CAT operations with helicopters.
1.41	Filed flight plan (FPL or eFPL). The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units. <i>Note.— The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using flight and flow – information for a collaborative environment (FF-ICE) services. The eFPL allows for the exchange of additional</i>	Regulation (EU) No 923/2012, Article 2. Regulation (EU) 2017/373, Annex I.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition of ‘Filed flight plan (FPL or eFPL)’ included in EU Regulation	Transposition of this definition into Regulation (EU) No 923/201

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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				
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	<i>information not contained within the FPL.</i>									s will need to be amended following State Letter AN 11/32.3.17 - 24/36.	2 and Regulation (EU) 2017/373 will be proposed through RMT.0476 (Regular update of SERA rule).
1.42	Final approach and take-off area (FATO). A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by helicopters operating in performance Class 1, the defined area includes the rejected take-off area available.	R.(EU) 965/2012:Annex I def. (48)	<input checked="" type="checkbox"/>	<input type="checkbox"/>							
1.43	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 (48b);	<input checked="" type="checkbox"/>	<input type="checkbox"/>							

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes							
			No	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				
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1.44	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, definition (48a).R.(EU) 923/2012 (SERA): Article 2 def. (74)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.45	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.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In the scope of the EU but not yet developed. National rules apply.	The term is used with the same meaning in the authority requirements applicable to the oversight of helicopter operators. In the future, EASA

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			No	Yes						Significant Difference
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									RMT.0494 foresees the development of FTL for CAT operations with helicopters.
1.46	<i>Flight manual.</i> 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.	R.(EU) 2018/1139:Annex V, pt. 1.2, 4.1.R.(EU) 748/2012:Annex I (part 21): 21.B.80;CS 27.1581 and CS 29.1581;Reg. (EU) 965/2012:GM 1 CAT.GEN.M PA.180(a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Used in Reg. (EU) 2018/1139 and through out Reg. (EU) 965/2012 with the same meaning .				

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			No	Yes						Significant Difference
				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				

1.47	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.	R.(EU) 965/2012:Annex I, Definition (49a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.48	Flight plan. Specified information relative to an intended flight or portion of a flight of an aircraft. <i>Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.</i> <i>Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.</i>	Regulation (EU) No 923/2012, Article 2. Regulation (EU) 2017/373, Annex I.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The definition of ‘Flight plan’ included in EU Regulations will need to be amended following State Letter AN 11/32.3.17 - 24/36.	Transposition of these definitions into Regulation (EU) No 923/2012 and Regulation (EU) 2017/373 will be proposed through RMT.0476 (Regular update

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			Level of implementation of SARPs						
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										of SERA rule).
1.49	<p>Flight recorder. Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.</p> <p><i>Automatic deployable flight recorder (ADFR).</i> A combination flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft.</p>	R.(EU) 996/2010, Art. 2.Reg.(EU) 965/2012:Annex I, def. (49c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.50	<p>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.</p>	R.(EU) 965/2012: ORO.GEN.110, ORO.GEN.200, AMC1 ORO.GEN.200(a)(5),ORO.MLR.100.R.(EU) 1321/2014: M.A.CAMO. A.300	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Term not used, but suite of documents is required and their interrelation ensured through the appropriate provision				

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									ns.
1.51	<p>Flight simulation training device. Any one of the following three types of apparatus in which flight conditions are simulated on the ground:</p> <p><i>A flight simulator</i>, 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;</p> <p><i>A flight procedures trainer</i>, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;</p> <p><i>A basic instrument flight trainer</i>, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.</p>	R.(EU) 2018/1139: Article 3 definition (15).R.(EU) 965/2012: Annex I def. (50). R.(EU) 1178/2011: FCL.010	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
1.52	Flight time — helicopters. The total time from the	Reg.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.	965/2012: ORO.FTL.105 Definitions (13) and Annex I Definitions (50a)								
1.53	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)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The EU regulatory system does not use this term. The operation types distinguish commercial operations (CAT and SPO) and non-commercial operatio				

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				Level of implementation of SARPs						
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									ns, of the latter NCC and NCO, depending on aircraft complexity. The concept of General Aviation operations as described by ICAO is transposed into Part-NCC and Part-NCO of Reg. (EU) No 965/2012. The EU
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			No	Yes			Significant Difference			
				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				

										regulation provides a definition of commercial operation.
1.54	Ground handling. Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services.	R.(EU) 2018/1139: Art. 3 definition (23).Council Directive 96/67/EC: Art 2 (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.55	Head-up display (HUD). A display system that presents flight information into the pilot's forward external field of view.	R.(EU) 965/2012: Annex I def. (55)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.56	Helicopter. A heavier-than-air aircraft supported in flight	R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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	chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes. <i>Note.— Some States use the term “rotorcraft” as an alternative to “helicopter”.</i>	965/2012: Annex I def. (57)								
1.57	Helideck. A heliport located on a floating or fixed offshore structure.	R.(EU) 965/2012: Annex I def. (59)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.58	Heliport. An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters. <i>Note 1.— Throughout this Part, when the term “heliport” is used, it is intended that the term also applies to aerodromes primarily meant for the use of aeroplanes.</i> <i>Note 2.— Helicopters may be operated to and from areas other than heliports.</i>	R.(EU) 2018/1139:Art. 3. Reg (EU) 139/2014 CS HPT-DSN.A.020 Definitions	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Included in the definition of ‘aerodrome’				
1.59	Heliport operating minima. The limits of usability of a heliport for: a) take-off, expressed in terms of runway	R.(EU) 965/2012:Annex I definition (6),	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	visual range and/or visibility and, if necessary, cloud conditions; b) landing in 2D instrument approach operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions; and c) landing in 3D instrument approach operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the type and/or category of the operation.	R. (EU) 2018/1139 Art. 3, def (16). Reg (EU) 139/2014 CS HPT-DSN.A.020 dEFINITION S							
1.60	Hostile environment. An environment in which: a) a safe forced landing cannot be accomplished because the surface and surrounding environment are inadequate; or b) the helicopter occupants cannot be adequately protected from the elements; or c) search and rescue response/capability is not provided consistent with anticipated exposure; or d) there is an unacceptable risk of endangering persons or property on the ground.	R.(EU) 965/2012:Annex I def. (69)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
1.61	Human Factors principles. Principles which apply to	Reg. (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	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.	1321/2014: 145.A.30(e). R.(EU) 965/2012:GM 1 ORO.MLR.100(k).								
1.62	Human performance. Human capabilities and limitations which have an impact on the safety, security and efficiency of aeronautical operations.	R.(EU) 965/2012:ORO.FC.115&215, ORO.CC.215 ;GM1 ORO.MLR.100(k)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Term not defined in Reg. (EU) 965/2012, but used with the same meaning in CRM training requirements				
1.63	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:	R.(EU) 965/2012: Annex I definition (69d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	<p>a) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and</p> <p>b) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance.</p> <p><i>Note.— Lateral and vertical navigation guidance refers to the guidance provided either by:</i></p> <p>a) a ground-based radio navigation aid; or</p> <p>b) computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.</p>								
1.64	<p>Instrument approach procedure (IAP). A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows:</p> <p><i>Non-precision approach (NPA) procedure. An</i></p>	R.(EU) 965/2012 Annex I definition (69e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	<p>instrument approach procedure designed for 2D instrument approach operations Type A.</p> <p><i>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.</i></p> <p><i>Approach procedure with vertical guidance (APV). A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A.</i></p> <p><i>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.</i></p> <p><i>Note.— Refer to Section II, Chapter 2, 2.2.8.3 for instrument approach operation types.</i></p>									
1.65	Instrument meteorological conditions (IMC). Meteorological conditions expressed in terms of	R. (EU) 923/2012	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	visibility, distance from cloud, and ceiling*, less than the minima specified for visual meteorological conditions. <i>Note.— The specified minima for visual meteorological conditions are contained in Chapter 4 of Annex 2.</i> ----- * As defined in Annex 2.	(SERA): Art. 2, def. 91								
1.66	Integrated survival suit. A survival suit which meets the combined requirements of the survival suit and life jacket.	R.(EU) 965/2012:SP A.HOFO.165	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.67	Landing decision point (LDP). The point used in determining landing performance from which, an engine failure occurring at this point, the landing may be safely continued or a balked landing initiated. <i>Note.— LDP applies only to helicopters operating in performance Class 1.</i>	R.(EU) 965/2012:Annex I def. (70)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.68	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	Reg. (EU) 965/2012: Annex I	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	400 m.	definition (74)								
1.69	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.	R.(EU) 1321/2014: Article 2 def. (h);Article 2 def. (j)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.70	Maintenance organization's procedures manual. A document endorsed by the head of the maintenance organization which details the maintenance organization's structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems.	R.(EU) 1321/2014: 145.A.70	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Different wording : the EU rules use the term "maintenance organisation".				
1.71	Maintenance programme. A document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such	R.(EU) 1321/2014: M.A.302	<input checked="" type="checkbox"/>	<input type="checkbox"/>		'aircraft maintenance				

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	as a reliability programme, necessary for the safe operation of those aircraft to which it applies.	Appendix I to AMC M.A.302 and AMC M.B.301(b)								programme' in the EU rulesM. A.302 details the elements that should be included in the maintenance programme.
1.72	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.	R.(EU) 1321/2014: 145.A.50;M.A.801;ML.A.801;M.A.802; ML.A.802	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The EU rules use the term "certificate of release to service"				
1.73	Master minimum equipment list (MMEL). A list	Reg.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	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.	748/2012:Annex I (Part 21):21.A.101; 21.B.80;CS MMEL.110								
1.74	Maximum mass. Maximum certificated take-off mass.	R.(EU) 2018/1139: Article 2.R.(EU) 965/2012:GM 2 to Annex I Definitions	<input checked="" type="checkbox"/>	<input type="checkbox"/>		In the EU rules it is 'maximum certified take-off mass' (MCTOM).				
1.75	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. <i>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</i>	R.(EU) 965/2012: Annex I definition (78c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	<p><i>the aerodrome elevation. A minimum descent height for a circling approach is referenced to the aerodrome elevation.</i></p> <p><i>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.</i></p> <p><i>Note 3.— For convenience when both expressions are used they may be written in the form “minimum descent altitude/ height” and abbreviated “MDA/H”.</i></p>									
1.76	<p>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.</p>	R.(EU) 965/2012: GM1 ORO.MLR.1 05(a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.77	<p>Modification. A change to the type design of an aircraft, engine or propeller.</p> <p><i>Note.— A modification may also include the embodiment of the modification which is a maintenance</i></p>	R.(EU) 1321/2014:M. A.304;ML.A. 304.R.(EU) 748/2012:Sub	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Term not defined but used in the				

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	<i>task subject to a maintenance release. Further guidance on aircraft maintenance, modification and repair is contained in the Airworthiness Manual (Doc 9760).</i>	part D							same way.
1.78	<p>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:</p> <p><i>Required navigation performance (RNP) specification.</i> 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.</p> <p><i>Area navigation (RNAV) specification.</i> 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.</p> <p><i>Note 1.— The Performance-based Navigation (PBN) Manual (Doc 9613), Volume II, contains detailed guidance on navigation specifications.</i></p> <p><i>Note 2.— The term RNP, previously defined as “a statement of the navigation performance necessary for operation within a defined airspace”, has been removed from this Annex as the concept of RNP has been</i></p>	R.(EU) 965/2012:SP A.PBN.105; GM1 SPA.PBN.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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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				
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	<i>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.</i>									
1.79	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. <i>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.</i>	R.(EU) 965/2012: Annex I def. (79)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.80	Non-congested hostile environment. A hostile environment outside a congested area.	R.(EU) 965/2012: CAT.POL.H. 420;GM1 CAT.POL.H. 310;GM1 CAT.POL.H. 325	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.81	Non-hostile environment. An environment in which:	R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Same				

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	<p>a) a safe forced landing can be accomplished because the surface and surrounding environment are adequate;</p> <p>b) the helicopter occupants can be adequately protected from the elements;</p> <p>c) search and rescue response/capability is provided consistent with anticipated exposure; and</p> <p>d) the assessed risk of endangering persons or property on the ground is acceptable.</p> <p><i>Note.— Those parts of a congested area satisfying the above requirements are considered non-hostile.</i></p>	965/2012: Annex I def. (82)								definition. All open sea areas N of 45N and S of 45S are considered as hostile, unless declared otherwise.
1.82	<p>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.</p> <p><i>Note 1.— Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approach procedures to the aerodrome elevation or the threshold elevation if that is</i></p>	R.(EU) 965/2012: Annex I Definition 85a	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
				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				
Annex Standard or Recommended Practice										

	<p><i>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.</i></p> <p><i>Note 2.— For convenience when both expressions are used they may be written in the form “obstacle clearance altitude/height” and abbreviated “OCA/H”.</i></p>									
1.83	<p>Offshore operations. Operations which routinely have a substantial proportion of the flight conducted over sea areas to or from offshore locations. Such operations include, but are not limited to, support of offshore oil, gas and mineral exploitation and sea-pilot transfer.</p>	R.(EU) 965/2012:Annex I def. (86)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.84	<p>Operation. An activity or group of activities which are subject to the same or similar hazards and which require a set of equipment to be specified, or the achievement and maintenance of a set of pilot competencies, to eliminate or mitigate the risk of such hazards.</p> <p><i>Note.— Such activities could include, but would not be limited to, offshore operations, heli-hoist operations or emergency medical service.</i></p>	R.(EU) 965/2012:Annex I def.(61) (64) and (86)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		EU regulation defines Helicopter offshore operations, helicopter hoist operations, and				

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			No	Yes						Significant Difference
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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				

									helicopter emergency medical services.
1.85	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.	R.(EU) 965/2012: Annex I def. (91)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
1.86	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	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
1.87	Operational flight plan. The operator's plan for the safe conduct of the flight based on considerations of helicopter performance, other operating limitations and relevant expected conditions on the route to be followed and at the heliports concerned.	R.(EU) 965/2012:CA T.OP.MPA.1 75(a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Term not defined but used with the same				

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

										meaning
1.88	Operations in performance Class 1. Operations with performance such that, in the event of a critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, unless the failure occurs prior to reaching the take-off decision point (TDP) or after passing the landing decision point (LDP), in which cases the helicopter must be able to land within the rejected take-off or landing area.	R.(EU) 965/2012: Annex I def. (88);	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.89	Operations in performance Class 2. Operations with performance such that, in the event of critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, except when the failure occurs early during the take-off manoeuvre or late in the landing manoeuvre, in which cases a forced landing may be required.	R.(EU) 965/2012: Annex I def. (89)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.90	Operations in performance Class 3. Operations with performance such that, in the event of an engine failure at any time during the flight, a forced landing will be required.	R.(EU) 965/2012: Annex I def. (90)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			No	Yes						Significant Difference
				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				

1.91	Operations manual. A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.	R.(EU) 2018/1139: Annex V pt. 8.2.R.(EU) 965/2012: ORO.MLR.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Term not defined but used with the same meaning				
1.92	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.	R.(EU) 965/2012: ARO.OPS.100; Appendix II to Part-ARO; ORO.AOC.105	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Term not defined but used with the same meaning				
1.93	Operator. The person, organization or enterprise engaged in or offering to engage in an aircraft operation.	R.(EU) 2018/1139: Art. 3 Definitions (13)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The term defined is 'aircraft operator'				

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			No	Yes						Significant Difference
				Level of implementation of SARPs						
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1.94	Operator's maintenance control manual. A document which describes the operator's procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator's aircraft on time and in a controlled and satisfactory manner.	R.(EU) 1321/2014: CAMO.A.300	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The term used in the EU regulation is "Continuing airworthiness management exposition".				
1.95	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. <i>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).</i> <i>Note 2.— PBAOM may be based on operational credits.</i>	Reg (EU) 965/12 Annex I, definition 91a	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The EU rules use the term "operational credit" instead of PBAOM in Reg (EU) 965/2012. For example				

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
				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				
Annex Standard or Recommended Practice										

	<i>Note 3.— PBAOM are not limited to PBN operations.</i>									SA CAT I, SA CAT II, EFVS AR, EFVS L with advanced aircraft
1.96	<p>Performance-based communication (PBC). Communication based on performance specifications applied to the provision of air traffic services.</p> <p><i>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.</i></p>	Reg.(EU) 965/2012: CAT.IDE.H.3 45; AMC1 CAT.IDE.H.3 45(a); NCC.IDE.H.2 45; AMC1 NCC.IDE.H.2 45 & NCC.IDE.H.2 50;	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The definition is not transposed but the term used with the same meaning				
1.97	<p>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.</p> <p><i>Note.— Performance requirements are expressed in navigation specifications (RNAV</i></p>	R.(EU) 965/2012: Art. 2 Definitions (5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			No	Yes						Significant Difference
				Level of implementation of SARPs						
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	<i>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.</i>									
1.98	Performance-based surveillance (PBS). Surveillance based on performance specifications applied to the provision of air traffic services. <i>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.</i>	Reg.(EU) 965/2012: CAT.IDE.H.345; AMC1 CAT.IDE.H.345(a); NCC.IDE.H.245 & NCC.IDE.H.250;	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The definition is not transposed but the term used with the same meaning				
1.99	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.	R.(EU) 965/2012: Annex I def. (96)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		For CAT operations the term used is 'commander'				
1.100	Point of no return. The last possible geographic point at	R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Not				

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	which an aircraft can proceed to the destination aerodrome as well as to an available en-route alternate aerodrome for a given flight.	965/2012:SP A.HOFO.120 and related AMC;CAT.OP.MPA.192; NCO.OP.141								defined but used with the same meaning .
1.101	Preliminary flight plan (PFP). The information related to a flight submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The new definition 'Preliminary flight plan' is not included in EU Regulations which will need to be amended following State Letter AN 11/32.3.17 - 24/36.	Transposition of this definition into Regulation (EU) No 923/2012 and Regulation (EU) 2017/373 will be proposed through RMT.0476 (Regular update of SERA

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			No	Yes						Significant Difference
				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				

										rule).
1.102	Psychoactive substances. Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.	R.(EU) 965/2012: Annex I def. (98b)R.(EU) 923/2012 (SERA): Article 2 def. (104)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.103	Repair. The restoration of an aircraft, engine or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements after it has been damaged or subjected to wear.	R.(EU) 748/2012: SUBPART M, 21.A.431A(c) R.(EU) 1321/2014:M. A.304;ML.A. 304	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.104	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.H.3 45; AMC1 CAT.IDE.H.3 45(a);	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The definition is not transposed but the term used with the same				

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

										meaning .
1.105	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.H.3 45; AMC1 CAT.IDE.H.3 45(a);	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The definition is not transposed but the term used with the same meaning .				
1.106	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.	.Not within the scope of the EU rules	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	National rules apply.The level of implementation shall be defined at national level	The EU FTL requirements do not apply to helicopters.In the future, EASA RMT.04 94 foresees the develop

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									ment of FTL for CAT operations with helicopters.
1.107	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.	R.(EU) 965/2012: Annex I def. (104)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
1.108	Safe forced landing. Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.	R.(EU) 965/2012: Annex I def. (105)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
1.109	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:OR O.GEN.200	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Reg.(EU) 965/2012 applies the management system				

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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										concept (integrated management system) with SMS elements included .
1.110	<p>Series of flights. Series of flights are consecutive flights that:</p> <p>a) begin and end within a period of 24 hours; and</p> <p>b) are all conducted by the same pilot-in-command.</p>	R.(EU) 965/2012:AM C1 ORO.MLR.1 10 (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The EU rule also includes the following condition: flights should begin and end at the same aerodrome, operating site or				

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			No	Yes			Significant Difference			
				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				

										within the same local area specified in the operations manual.
1.111	<p>Specific approval. A specific approval is an approval which is documented in the operations specifications for commercial air transport operations or in the list of specific approvals for non-commercial operations.</p> <p><i>Note.— The terms authorization, specific approval, approval and acceptance are further described in Attachment D.</i></p>	R.(EU) 965/2012: ARO.OPS.200; ARO.OPS.240; Annex V (Part-SPA)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Term not defined but used with the same meaning in the EU rules.				
1.112	<p>State of Registry. The State on whose register the aircraft is entered.</p> <p><i>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</i></p>	This is outside the competence of the EU.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Term not defined but used with the same meaning				

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				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				

	<i>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).</i>									through out the EU regulations.No definition since the rules mentioning aircraft registration are specific enough.
1.113	State of the Aerodrome. The State in whose territory the aerodrome is located. <i>Note.— State of the Aerodrome includes heliports and landing locations.</i>	R.(EU) 2018/1139: Art. 62 point 4.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Term is not defined but used with the same meaning . Reg. (EU) 2018/1139 uses the phrasing				

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			No	Yes						Significant Difference
				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				

										‘Member State where the aerodrome is located’.
1.114	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.	R.(EU) 965/2012: ORO.GEN.105;Annex I, Def. (97) (principal place of business)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Term not defined but used with the same meaning.				
1.115	State of the principal location of a general aviation operator. The State in which the operator of a general aviation aircraft has its principal place of business or, if there is no such place of business, its permanent residence. <i>Note.— Guidance concerning the options for the principal location of a general aviation operator is contained in the Manual on the Implementation of Article 83 bis of the Convention on International Civil Aviation (Doc 10059).</i>	R.(EU) 965/2012: NCC.GEN.100; NCO.GEN.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The definition of Principal Place of Businesses in R.(EU) 965/2012 does				

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

										not include a reference to the State but describes the functions of such a place for the operator. In Reg.(EU) 965/2012, this is the State of the Operator.
1.116	<i>Synthetic vision system (SVS)</i> . 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

1.117	Take-off and initial climb phase. That part of the flight from the start of take-off to 300 m (1 000 ft) above the elevation of the FATO, if the flight is planned to exceed this height, or to the end of the climb in the other cases.	R.(EU) 965/2012:Annex I def. (37)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Term not defined, but used with the same meaning.				
1.118	Take-off decision point (TDP). The point used in determining take-off performance from which, an engine failure occurring at this point, either a rejected take-off may be made or a take-off safely continued. <i>Note.— TDP applies only to helicopters operating in performance Class 1.</i>	R.(EU) 965/2012:Annex I def. (111)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.119	Visual meteorological conditions (VMC). Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling,* equal to or better than specified minima. <i>Note.— The specified minima are contained in Chapter 4 of Annex 2.</i>	R.(EU) 923/2012:Art. 2 def. (142)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes							
			No	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				

	* As defined in Annex 2.								
1.120	<p><i>V_{Toss}</i>. The minimum speed at which climb shall be achieved with the critical engine inoperative, the remaining engines operating within approved operating limits.</p> <p><i>Note.— The speed referred to above may be measured by instrument indications or achieved by a procedure specified in the flight manual.</i></p>	R.(EU) 965/2012:Annex I Definitions (114); CAT.POL.H. 225; AMC1 CAT.POL.H. 225 (a)(5) pt. (b);	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
2	<p>CHAPTER 2. APPLICABILITY</p> <p>The Standards and Recommended Practices contained in Annex 6, Part III shall be applicable to all helicopters engaged in international commercial air transport operations or in international general aviation operations, except that these Standards and Recommended Practices are not applicable to helicopters engaged in aerial work.</p> <p><i>Note 1.— Standards and Recommended Practices applicable to the operation of aeroplanes by operators authorized to conduct international commercial air transport operations are to be found in Annex 6, Part I.</i></p>	R.(EU) 965/2012: Article 5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The EU regulations do not distinguish domestic operations from operations between Member States, they are all part				

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			No	Yes						Significant Difference
				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				

	<i>Note 2.— Standards and Recommended Practices applicable to international general aviation operations with aeroplanes are to be found in Annex 6, Part II.</i>									of the internal market of aviation.
1	ANNEX 6 — PART III SECTION II INTERNATIONAL COMMERCIAL AIR TRANSPORT CHAPTER 1. GENERAL <i>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</i>		<input type="checkbox"/>							

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25 OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS Annex Standard or Recommended Practice	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
			No	Yes						Significant Difference
				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				

	<p><i>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.</i></p> <p><i>Note 2.— In the case of international operations effected jointly with helicopters, not all of which are registered in the same Contracting State, nothing in this Part of the Annex prevents the States concerned from entering into an agreement for the joint exercise of the functions placed upon the State of Registry by the provisions of the relevant Annexes.</i></p>							
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Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
	Annex Standard or Recommended Practice								

1.1.1	<p>1.1 Compliance with laws, regulations and procedures</p> <p>1.1.1 The operator shall ensure that all employees when abroad know that they must comply with the laws, regulations and procedures of those States in which their operations are conducted.</p>	R.(EU) 965/2012:OR O.GEN.110, pt. (g)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.1.2	<p>1.1.2 The operator shall ensure that all pilots are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the heliports to be used and the air navigation facilities relating thereto. The operator shall ensure that other members of the flight crew are familiar with such of these regulations and procedures as are pertinent to the performance of their respective duties in the operation of the helicopter.</p> <p><i>Note.— Information for pilots and flight operations personnel on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.</i></p>	R.(EU) 965/2012:OR O.GEN.110 pt. (e), (f), (g)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			No	Yes						Significant Difference
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1.1.3	<p>1.1.3 The operator or a designated representative shall have responsibility for operational control.</p> <p><i>Note.— The rights and obligations of a State in respect to the operation of helicopters registered in that State are not affected by this provision.</i></p>	R.(EU) 965/2012:OR O.GEN.110; AMC1 ORO.GEN.110(c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.4	<p>1.1.4 Responsibility for operational control shall be delegated only to the pilot-in-command and to a flight operations officer/flight dispatcher if the operator's approved method of control and supervision of flight operations requires the use of flight operations officer/flight dispatcher personnel.</p> <p><i>Note.— Guidance on the operational control organization and the role of the flight operations officer/flight dispatcher is contained in the Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335). Detailed guidance on the authorization, duties and responsibilities of the flight operations officer/flight dispatcher is contained in the manual Preparation of an Operations Manual (Doc 9376). The requirements for age, skill, knowledge and experience for licensed flight operations officers/flight dispatchers are contained in Annex 1.</i></p>	R.(EU) 965/2012:OR O.GEN.110; AMC1 ORO.GEN.110(c)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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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1.1.5	1.1.5 If an emergency situation which endangers the safety of the helicopter or persons becomes known first to the flight operations officer/flight dispatcher, action by that person in accordance with 2.6.1 shall include, where necessary, notification to the appropriate authorities of the nature of the situation without delay, and requests for assistance if required.	R.(EU) 965/2012: ORO.GEN.110; ORO.GEN.160.R.(EU) 996/2010 amended by R.(EU) No 376/2014: Article 4 pt. 7, 8, 9	<input checked="" type="checkbox"/>	<input type="checkbox"/>		EU rules mention 'no later than 72 hours' or 'within 72 hours'				
1.1.6	1.1.6 If an emergency situation which endangers the safety of the helicopter or persons necessitates the taking of action which involves a violation of local regulations or procedures, the pilot-in-command shall notify the appropriate local authority without delay. If required by the State in which the incident occurs, the pilot-in-command shall submit a report on any such violation to the appropriate authority of such State; in that event, the pilot-in-command shall also submit a copy of it to the State of the Operator. Such reports shall be submitted as soon as possible and normally within ten days.	R.(EU) 2018/1139: Annex V pt. 7.3.R.(EU) 965/2012: ORO.GEN.160. CAT.GEN.MPA.105 (b); R.(EU) 996/2010 amended by R.(EU) No 376/2014: Article 4 pt. 7, 8, 9.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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1.1.7	<p>1.1.7 Operators shall ensure that pilots-in-command have available on board the helicopter all the essential information concerning the search and rescue services in the area over which the helicopter will be flown.</p> <p><i>Note.— This information may be made available to the pilot by means of the operations manual or such other means as is considered appropriate.</i></p>	R.(EU) 965/2012: CAT.GEN.M PA.180 pt. (a)(14)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.1.8	<p>1.1.8 Operators shall ensure that flight crew members demonstrate the ability to speak and understand the language used for radiotelephony communications as specified in Annex 1.</p>	R.(EU) 1178/2011: FCL.055.R.(EU) 965/2012: ORO.FC.100;	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.1	<p>1.2 Compliance by a foreign operator with laws, regulations and procedures of a State</p> <p>1.2.1 When a State identifies a case of non-compliance or suspected non-compliance by a foreign operator with laws, regulations and procedures applicable within that State’s territory, or a similar serious safety issue with that operator, that State shall immediately notify the operator and, if the issue warrants it, the State</p>	R.(EU) 965/2012: ARO.RAMP.135 (a)(2); ARO.RAMP.140. R.(EU) 452/2014 (TCO): ART.230	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	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.									
1.2.2	<p>1.2.2 In the case of notification to States as specified in 1.2.1, if the issue and its resolution warrant it, the State in which the operation is conducted shall engage in consultations with the State of the Operator and the State of Registry, as applicable, concerning the safety standards maintained by the operator.</p> <p><i>Note.— The Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335) provides guidance on the surveillance of operations by foreign operators. The manual also contains guidance on the consultations and related activities, as specified in 1.2.2, including the ICAO model clause on aviation safety, which, if included in a bilateral or multilateral agreement, provides for consultations among States, when safety issues are identified by any of the parties to a bilateral or multilateral agreement on air services.</i></p>	R.(EU) 965/2012: ARO.RAMP.135 (a)(2).R.(EU) 452/2014 (TCO): ART.230	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.3.1	1.3 Safety management	R.(EU) 965/2012:SP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Partially impleme

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	<p><i>Note.— Annex 19 includes safety management provisions for air operators. Further guidance is contained in the Safety Management Manual (Doc 9859).</i></p> <p>1.3.1 Recommendation.— The operator of a helicopter of a certified take-off mass in excess of 7 000 kg, or having a passenger seating configuration of more than 9, and fitted with a flight data recorder should establish and maintain a flight data analysis programme as part of its safety management system.</p> <p><i>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.</i></p>	A.HOFO.145								nted. Transposed only for CAT Helicopter Offshore Operations
1.3.2	<p>1.3.2 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.</p> <p><i>Note.— Guidance on the establishment of flight data analysis programmes is included in the Manual on Flight Data Analysis Programmes (FDAP) (Doc 10000).</i></p>	R.(EU) 965/2012:SP A.HOFO.145 ;ORO.AOC.130	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The European rule requires in addition that the FDM programme is non-punitive, regardless of the date.

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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1.3.3	<p>1.3.3 States shall not allow the use of recordings or transcripts of CVR, CARS, Class A AIR and Class A AIRS for purposes other than the investigation of an accident or incident as per Annex 13, except where the recordings or transcripts are:</p> <p>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;</p> <p>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</p> <p>c) used for inspections of flight recorder systems as provided in Section 6 of Appendix 4.</p> <p><i>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.</i></p>	R.(EU) 965/2012:NC C.GEN.145 pt.(f);CAT.GEN.MPA.195	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.3.4	1.3.4 States shall not allow the use of recordings or transcripts of FDR, ADRS, Class B and C	R.(EU) 965/2012:NC	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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	<p>AIR, and Class B and C AIRS for purposes other than the investigation of an accident or incident as per Annex 13, except where the recordings or transcripts are subject to the protections accorded by Annex 19 and are:</p> <ul style="list-style-type: none"> a) used by the operator for airworthiness or maintenance purposes; b) used by the operator in the operation of a flight data analysis programme as provided in Section II of this Annex; c) sought for use in proceedings not related to an event involving an accident or incident investigation; d) de-identified; or e) disclosed under secure procedures. <p><i>Note.— Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 to Annex 19.</i></p>	C.GEN.145 pt. (f);CAT.GEN.MPA.195 pt. (f)								
1.3.5	<p>1.3.5 The operator shall establish a flight safety documents system, for the use and guidance of operational personnel, as part of its safety management system.</p> <p><i>Note.— Guidance on the development and</i></p>	R.(EU) 965/2012:OR O.GEN.200 pt. (a)(5) ORO.MLR.1 00AMC1	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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	<i>organization of a flight safety documents system is provided in Attachment D.</i>	ORO.GEN.200(a)(5); AMC2 ORO.GEN.200(a)								
1.4	1.4 Use of psychoactive substances <i>Note.— Provisions concerning the use of psychoactive substances are contained in Annex 1, 1.2.7 and Annex 2, 2.5.</i>	CAT.GEN.MPA.100 Reg. (EU) 965/2012 SERA.2020 Reg. (EU) 923/2012	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.1.1	CHAPTER 2. FLIGHT OPERATIONS 2.1 Operating facilities 2.1.1 The operator shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities available and directly required on such flight, for the safe operation of the helicopter and the	R.(EU) 2018/1139:Annex V pt. 2.a.R.(EU) 965/2012:ORO.AOC.140; CAT.OP.MPA.135 pt. (a)(1);CAT.OP.MPA.175	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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	<p>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.</p> <p><i>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.</i></p>									
2.1.2	<p>2.1.2 The operator shall ensure that any inadequacy of facilities observed in the course of operations is reported to the authority responsible for them, without undue delay.</p>	R.(EU) 965/2012:ORO.GEN.160 pt. (b);AMC1 ORO.GEN.160 (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.2.1.1	<p>2.2 Operational certification and supervision</p> <p>2.2.1 The air operator certificate</p> <p>2.2.1.1 The operator shall not engage in commercial air transport operations unless in possession of a valid air operator certificate issued by the State of the Operator.</p>	R.(EU) 965/2012: ORO.AOC.100 (a);Art. 5 pt. 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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2.2.1.2	<p>2.2.1.2 The air operator certificate shall authorize the operator to conduct commercial air transport operations in accordance with the operations specifications.</p> <p><i>Note.— Provisions for the content of the air operator certificate and its associated operations specifications are contained in 2.2.1.5 and 2.2.1.6.</i></p>	R.(EU) 965/2012: ORO.AOC.105;ARO.OPS.100;Appendices I and II to Part-ARO	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.2.1.3	<p>2.2.1.3 The issue of an air operator certificate by the State of the Operator shall be dependent upon the operator demonstrating an adequate organization, method of control and supervision of flight operations, training programme as well as ground handling and maintenance arrangements consistent with the nature and extent of the operations specified.</p> <p><i>Note.— Attachment C contains guidance on the issue of an air operator certificate.</i></p>	R.(EU) 965/2012: ARO.OPS.100, ORO.GEN.110, ORO.AOC.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.2.1.3.1	<p>2.2.1.3.1 The operator shall develop policies and procedures for third parties that perform work on its behalf.</p>	R.(EU) 965/2012: ORO.GEN.200(a)(3), GM2 ORO.GEN.200(a)(3) point	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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		(e)(2); ORO.GEN.205 (a), AMC2 ORO.GEN.205 (a) (9)(10)								
2.2.1.4	2.2.1.4 The continued validity of an air operator certificate shall depend upon the operator maintaining the requirements of 2.2.1.3 under the supervision of the State of the Operator.	R.(EU) 965/2012: ORO.GEN.135	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.2.1.5	2.2.1.5 The air operator certificate shall contain at least the following information and shall follow the layout of Appendix 3, paragraph 2: a) the State of the Operator and the issuing authority; b) the air operator certificate number and its expiration date; c) the operator name, trading name (if different) and address of the principal place of business; d) the date of issue and the name, signature and title of the authority representative; and e) the location, in a controlled document carried on board, where the contact details of operational management can be found.	R.(EU) 965/2012: Appendix I to Part-ARO; ORO.AOC.100	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other means of compliance.No expiration date. The AOC is issued for an unlimited duration, but its validity is confirmed as per compliance with ORO.GEN	

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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				

									.135. Several other entries requiring prior approval by the competent authority have been added to the EU operations specifications.	
2.2.1.6	2.2.1.6 The operations specifications associated with the air operator certificate shall contain at least the information listed in Appendix 3, paragraph 3, and shall follow the layout of Appendix 3, paragraph 3. <i>Note.— Attachment C, paragraph 3.2.2 contains additional information that may be listed in the operations specifications associated with the air operator certificate.</i>	R.(EU) 965/2012: Part-ARO Appendix II	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.2.1.7	2.2.1.7 Air operator certificates, and their associated operations specifications, first issued from 20 November 2008 shall follow the layouts of Appendix 3,	R.(EU) 965/2012: Part-ARO	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other means of compliance	

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	paragraphs 2 and 3.	Appendix I and Appendix II								e.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.	
2.2.1.8	2.2.1.8 The State of the Operator shall	R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>							

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	establish a system for both the certification and the continued surveillance of the operator, in accordance with Appendix 1 to this Annex and Appendix 1 to Annex 19, to ensure that the required standards of operations established in 2.2 are maintained.	965/2012: ARO.GEN.300; ARO.GEN.305;								
2.2.2.1	2.2.2 Surveillance of operations by a foreign operator 2.2.2.1 Contracting States shall recognize as valid an air operator certificate issued by another Contracting State provided that the requirements under which the certificate was issued are at least equal to the applicable Standards specified in this Annex and in Annex 19.	R.(EU) 452/2014: TCO.200 (a)(1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Additionally, the EU rule also requires compliance with ICAO Annexes 1, 2, 8, and 18. Additionally, compliance with the mitigating measures accepted by EASA in accordance with ART.200(d); the	

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									relevant requirements of Part-TCO; and the applicable Union rules of the air.	
2.2.2.2	2.2.2.2 States shall establish a programme with procedures for the surveillance of operations in their territory by a foreign operator and for taking appropriate action when necessary to preserve safety.	R.(EU) 452/2014:PART-TCO, ART.100 and the entire Section II of Part-ART (Authorisation, Monitoring and Enforcement) .R.(EU) 965/2012: ARO.RAMP.005 and the entire Subpart ARO.RAMP	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.2.2.3	2.2.2.3 The operator shall meet and maintain	R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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Annex Standard or Recommended Practice									

	the requirements established by the States in which the operations are conducted. <i>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).</i>	452/2014:TC O.200								
2.2.3.1	2.2.3 Operations manual 2.2.3.1 The operator shall provide for the use and guidance of operations personnel concerned, an operations manual constructed using the guidance contained in Appendix 8. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be notified to all personnel that are required to use this manual.	R.(EU) 965/2012: ORO.MLR.1 00 pt. (a), (e), (f);R.(EU) 2018/1139:Annex V pt. 8.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.2.3.2	2.2.3.2 The State of the Operator shall establish a requirement for the operator to provide a copy of the operations manual together with all amendments and/or revisions, for review and acceptance and, where required, approval. The operator shall incorporate in the operations manual such mandatory material as the State of the Operator may require.	R.(EU) 965/2012: ORO.MLR.1 00 pt. (g), (i); ARO.GEN.330; AMC1 ARO.GEN.330 pt.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes							
			No	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				
Annex Standard or Recommended Practice										
	<p><i>Note 1.— Guidance for the organization and contents of an operations manual is provided in Appendix 8.</i></p> <p><i>Note 2.— Specific items in an operations manual require the approval of the State of the Operator in accordance with the Standards in 2.2.8, 4.1.3, 7.3.1, 10.3 and 11.2.1.</i></p>	(c);ARO.GE N.310; AMC1 ARO.GEN.310(a)								
2.2.4.1	<p>2.2.4 Operating instructions — general</p> <p>2.2.4.1 The operator shall ensure that all operations personnel are properly instructed in their particular duties and responsibilities and the relationship of such duties to the operation as a whole.</p>	R.(EU) 965/2012: ORO.GEN.110 (e); ORO.AOC.135.R.(EU) 2018/1139:Annex V pt. 8.1.b	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.2.4.2	<p>2.2.4.2 A helicopter rotor shall not be turned under power, for the purpose of flight, without a qualified pilot at the controls. The operator shall provide appropriately specific training and procedures to be followed for all personnel, other than qualified pilots, who are likely to carry out the turning of a rotor under power for purposes other than flight.</p>	R.(EU) 965/2012: CAT.GEN.MPA.130	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.2.4.3	<p>2.2.4.3 Recommendation.— <i>The operator</i></p>	R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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	<i>should issue operating instructions and provide information on helicopter climb performance with all engines operating to enable the pilot-in-command to determine the climb gradient that can be achieved during the take-off and initial climb phase for the existing take-off conditions and intended take-off technique. This information should be based on the helicopter manufacturer's data, or other data acceptable to the State of the Operator, and should be included in the operations manual.</i>	965/2012: ORO.GEN.110 (i);AMC3 ORO.MLR.100 (a), OM-Bch. 4								
2.2.5	2.2.5 In-flight simulation of emergency situations The operator shall ensure that when passengers or cargo are being carried, no emergency or abnormal situations shall be simulated.	R.(EU) 965/2012: CAT.OP.MPA.275;R.(EU) 2018/1139:Annex V pt. 8.12	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.2.6	2.2.6 Checklists The checklists provided in accordance with 4.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual, the helicopter flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors	R.(EU) 965/2012: ORO.GEN.110 pt. (c), (e), (h); AMC1 ORO.GEN.110 (c), (e) point (d) (4) R.(EU) 2018/1139:A	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			No	Yes						Significant Difference
				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				

	principles. <i>Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).</i>	Annex V pt. 1.2 and 8.11							
2.2.7.1	2.2.7 Minimum flight altitudes (operations under IFR) 2.2.7.1 The operator shall be permitted to establish minimum flight altitudes for those routes flown for which minimum flight altitudes have been established by the State flown over or the responsible State, provided that they shall not be less than those established by that State, unless specifically approved.	R.(EU) 965/2012: CAT.OP.MP A.145 pt. (a), (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
2.2.7.2	2.2.7.2 The operator shall specify the method by which it is intended to determine minimum flight altitudes for operations conducted over routes for which minimum flight altitudes have not been established by the State flown over, or the responsible State, and shall include this method in the operations manual. The minimum flight altitudes determined in accordance with the above method shall not be lower than specified in Annex 2.	R.(EU) 965/2012: CAT.OP.MP A.145 pt. (a), (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The method for establishing minimum flight altitudes shall be approved by the competent authority.				

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				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				
Annex Standard or Recommended Practice										

										nt authority.
2.2.7.3	2.2.7.3 Recommendation. — <i>The method for establishing the minimum flight altitudes should be approved by the State of the Operator.</i>	R.(EU) 965/2012: CAT.OP.MP A.145 pt. (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.2.7.4	2.2.7.4 Recommendation. — <i>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:</i> <i>a) the accuracy and reliability with which the position of the helicopter can be determined;</i> <i>b) the inaccuracies in the indications of the altimeters used;</i> <i>c) the characteristics of the terrain (e.g. sudden changes in the elevation);</i> <i>d) the probability of encountering unfavourable meteorological conditions (e.g. severe turbulence and descending air currents);</i> <i>e) possible inaccuracies in aeronautical charts; and</i>	R.(EU) 965/2012: CAT.OP.MP A.145;AMC1 CAT.OP.MP A.145(a);AMC1.1 CAT.OP.MP A.145(a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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	<i>f) airspace restrictions.</i>									
2.2.8.1	<p>2.2.8 Heliport or landing location operating minima</p> <p>2.2.8.1 The State of the Operator shall require that the operator establish operating minima for each heliport or landing location to be used in operations and shall approve the method of determination of such minima. Such minima shall not be lower than any that may be established for such heliports or landing locations by the State of the Aerodrome, except when specifically approved by that State.</p> <p><i>Note.— This Standard does not require the State of the Aerodrome to establish operating minima.</i></p>	R.(EU) 965/2012:CAT.OP.MPA.1 10 pt. (a), (b), (d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.2.8.1.1	<p>2.2.8.1.1 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.</p> <p><i>Note 1.— Operational credit includes:</i></p>	R.(EU) 965/2012:SPA.LVO.100; SPA.LVO.105; AMCs to SPA.LVO.100; AMCs to SPA.LVO.105.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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	<p>a) for the purposes of an approach ban (2.4.1.2) or dispatch considerations, a minimum below the heliport or landing location operating minima;</p> <p>b) reducing or satisfying the visibility requirements; or</p> <p>c) requiring fewer ground facilities as compensated for by airborne capabilities.</p> <p>Note 2.— Guidance on operational credit and how to express the operational credit in the operations specifications for aircraft is contained in the Manual of All-Weather Operations (Doc 9365).</p> <p>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).</p> <p>Note 4.— Automatic landing system — helicopter is an automatic approach using airborne systems which provide automatic control of the flight path, to a point aligned with the landing surface, from which the pilot can transition to a safe landing by means of natural vision without the use of automatic control.</p>									
2.2.8.1.2	2.2.8.1.2 When issuing a specific approval for the operational credit, the State of the Operator shall ensure that the:	Reg. (EU) 965/2012: SPA.LVO.10	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference				
			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
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	<p>a) aircraft meets the appropriate airworthiness certification requirements;</p> <p>b) information necessary to support effective crew tasks for the operation is appropriately available to both pilots where the number of flight crew members specified in the operations manual is more than one;</p> <p>c) operator has carried out a safety risk assessment of the operations supported by the equipment;</p> <p>d) operator has established and documented normal and abnormal procedures and MEL;</p> <p>e) operator has established a training programme for the flight crew members and relevant personnel involved in the flight preparation;</p> <p>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</p> <p>g) operator has instituted appropriate procedures in respect of continuing airworthiness (maintenance and repair) practices and programmes.</p> <p><i>Note 1.— Guidance on safety risk assessments is contained in the Safety Management Manual (Doc</i></p>	<p>5 a)Reg. (EU) 965/2012: SPA.LVO.105 (a), (e)</p> <p>b) Reg. (EU) 965/2012: SPA.LVO.105 (c) c) Reg. (EU) 965/2012: SPA.LVO.105 (g) d) Reg. (EU) 965/2012: SPA.LVO.105 (d) e) Reg. (EU) 965/2012: SPA.LVO.105 (b) and SPA.LVO.120 f) Reg. (EU) 965/2012: SPA.LVO.105 (g) g) Reg. (EU) 965/2012: SPA.LVO.105 (a), (e)</p>						
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			Yes			Significant Difference			
			Level of implementation of SARPs						
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	9859). <i>Note 2.— Guidance on operational approvals is contained in the Manual of All-Weather Operations (Doc 9365).</i>)								
2.2.8.1.3	2.2.8.1.3 For operations with operational credit with minima above those related to low visibility operations, the State of the Operator shall establish criteria for the safe operation of the aircraft. <i>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).</i>	Reg. (EU) 965/2012: SPA.LVO.100 (c), CAT.OP.MPA.312 NCC.OP.235	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The only operational credit with minima above low visibility operations is EFVS200				
2.2.8.2	2.2.8.2 The State of the Operator shall require that in establishing the operating minima for each heliport or landing location which will apply to any particular operation, the operator shall take full account of: a) the type, performance and handling characteristics of the helicopter and any conditions or limitations stated in the flight manual;	R.(EU) 965/2012:CAT.OP.MPA.110 pt. (a), (c) AMC3 CAT.OP.MPA.110(a)(5) SPA.LVO.10	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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	<ul style="list-style-type: none"> b) the composition of the flight crew, their competence and experience; c) the physical characteristics of the heliport and direction of approach; d) the adequacy and performance of the available visual and non-visual ground aids; e) the equipment available on the helicopter for the purpose of navigation, acquisition of visual references and/or control of the flight path during the approach, landing and missed approach; f) the obstacles in the approach and missed approach areas and the obstacle clearance altitude/height for the instrument approach procedures; g) the means used to determine and report meteorological conditions; 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. 	0							
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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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2.2.8.3	<p>2.2.8.3 Instrument approach operations shall be classified based on the designed lowest operating minima below which an approach operation shall only be continued with the required visual reference as follows:</p> <p>a) Type A: a minimum descent height or decision height at or above 75 m (250 ft); and</p> <p>b) Type B: a decision height below 75 m (250 ft). Type B instrument approach operations are categorized as:</p> <p>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;</p> <p>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</p> <p>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.</p> <p><i>Note 1.— Where decision height (DH) and runway visual range (RVR) fall into different categories</i></p>	R.(EU) 965/2012: Annex I definitions (120d) and (120e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
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			Yes						
			Level of implementation of SARPs			Significant Difference			
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	<p><i>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 II 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.</i></p> <p><i>Note 2.— The required visual reference means that a section of the visual aids or of the approach area 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.</i></p> <p><i>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).</i></p>								
2.2.8.4	<p>2.2.8.4 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.</p> <p><i>Note.— Guidance on low visibility operations is contained in the Manual of All-Weather Operations (Doc</i></p>	R.(EU) 965/2012:SP A.LVO.100 and related AMC	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	9365).								
2.2.8.5	<p>2.2.8.5 For take-off in low visibility, the State of the Operator shall issue a specific approval for the minimum take-off RVR.</p> <p><i>Note.— In general, visibility for take-off is defined in terms of RVR. An equivalent horizontal visibility may also be used.</i></p>	Reg. (EU) 965/2012: SPA.LVO.100 (a); AMC2 SPA.LVO.100 (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
2.2.8.6	<p>2.2.8.6 Recommendation.— <i>For instrument approach operations, heliport or landing location operating minima below 800 m visibility should not be authorized unless RVR information or an accurate measurement or observation of visibility is provided.</i></p> <p><i>Note.— Guidance on the operationally desirable and currently attainable accuracy of measurement or observation is given in Annex 3, Attachment B.</i></p>	R.(EU) 965/2012:CAT.OP.MPA.110;AMC10 CAT.OP.MPA.110 pt. (a)(3)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
2.2.8.7	<p>2.2.8.7 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.</p>	R.(EU) 965/2012; CAT.OP.MPA.110; AMC4 CAT.OP.MPA.110 para	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	<i>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.</i>	(a)								
2.2.8.8	2.2.8.8 The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing a decision altitude (DA) or decision height (DH) and the minimum visibility or RVR.	R.(EU) 965/2012:CA T.OP.MPA.1 10; For ILS CAT I: CAT.OP.MP A.110;AMC4 CAT.OP.MP A.110.For RVR visibility: AMC6 CAT.OP.MP A.110	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.2.9.1	2.2.9 Fuel and oil records 2.2.9.1 The operator shall maintain fuel and oil records to enable the State of the Operator to ascertain that, for each flight, the requirements of 2.3.6 have been complied with.	R.(EU) 965/2012:CA T.OP.MPA.1 75 pt. (a) and (b); ORO.MLR.1 15 (b).R.(EU) 1321/2014:M. A.306;AMC M.A.306(a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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2.2.9.2	2.2.9.2 Fuel and oil records shall be retained by the operator for a period of three months.	R.(EU) 965/2012:OR O.MLR.115 (b).	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.2.10	2.2.10 Crew <i>Pilot-in-command.</i> For each flight, the operator shall designate one pilot to act as pilot-in-command.	R.(EU) 2018/1139:Annex V pt. 8.6.R.(EU) 965/2012:OR O.FC.105 pt. (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		In CAT operations, the term used is 'commander'.				
2.2.11.1	2.2.11 Passengers 2.2.11.1 The operator shall ensure that passengers are made familiar with the location and use of: a) seat belts or harnesses; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed;	R.(EU) 965/2012:CAT.OP.MP A.170;AMC1 CAT.OP.MP A.170	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	<p>d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and</p> <p>e) other emergency equipment provided for individual use, including passenger emergency briefing cards.</p>									
2.2.11.2	2.2.11.2 The operator shall ensure that the passengers are informed of the location and general manner of use of the principal emergency equipment carried for collective use.	R.(EU) 965/2012: CAT.OP.MP A.170;AMC1 CAT.OP.MP A.170	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.2.11.3	2.2.11.3 The operator shall ensure that in an emergency during flight, passengers are instructed in such emergency action as may be appropriate to the circumstances.	R.(EU) 2018/1139:Annex V pt. 3.f;R.(EU) 965/2012:CAT.OP.MPA.170 and AMC1 CAT.OP.MP A.170	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.2.11.4	2.2.11.4 The operator shall ensure that, during take-off and landing and whenever considered necessary	R.(EU) 965/2012:CA	<input checked="" type="checkbox"/>	<input type="checkbox"/>		In the EU rule,				

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	by reason of turbulence or any emergency occurring during flight, all passengers on board a helicopter shall be secured in their seats by means of the seat belts or harnesses provided.	T.OP.MPA.2 25.R.(EU) 2018/1139: Annex V pt. 3.c								it is addressed as a requirement for the commander
2.2.12	2.2.12 Over-water flights All helicopters on flights over water in a hostile environment in accordance with 4.5.1 shall be certificated for ditching. Sea state shall be an integral part of ditching information.	R.(EU) 965/2012:CA T.IDE.H.320 pt. (a) &(b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.3.1	2.3 Flight preparation 2.3.1 A flight, or series of flights, shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the helicopter is airworthy;	R.(EU) 2018/1139: Annex V pt. 2.c.R.(EU) 965/2012: CAT.OP.MP A.175;CAT.P OL.MAB.105 .R. (EU) 1321/2014:M. A.306.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented.Paragraph (g) is not fully implemented.	An operational flight plan is not required for operations under VFR of

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes			Significant Difference			
				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				
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	<p>b) the instruments and equipment prescribed in Chapter 4, for the particular type of operation to be undertaken, are installed and are sufficient for the flight;</p> <p>c) a maintenance release as prescribed in 6.7 has been issued in respect of the helicopter;</p> <p>d) the mass of the helicopter and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;</p> <p>e) any load carried is properly distributed and safely secured;</p> <p>f) a check has been completed indicating that the operating limitations of Chapter 3 can be complied with for the flight to be undertaken; and</p> <p>g) the Standards of 2.3.3 relating to operational flight planning have been complied with.</p>									other than complex motor-powered aircraft taking off and landing at the same aerodrome or operating site.
2.3.2	2.3.2 Completed flight preparation forms shall be kept by the operator for a period of three months.	R.(EU) 965/2012: ORO.MLR.1 15 pt. (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.3.3.1	2.3.3 Operational flight planning	R.(EU) 965/2012:CA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implement	

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	2.3.3.1 An operational flight plan shall be completed for every intended flight or series of flights, and approved by the pilot-in-command, and shall be lodged with the appropriate authority. The operator shall determine the most efficient means of lodging the operational flight plan.	T.OP.MPA.175;CAT.GEN.MPA.185;ORO.MLR.115 pt. (b);							ed.An operational flight plan is not required for operations under VFR of other-than-complex motor-powered aeroplane taking off and landing at the same aerodrome or operating site.	
2.3.3.2	2.3.3.2 The operations manual shall describe the content and use of the operational flight plan.	R.(EU) 965/2012:AM C3 ORO.MLR.100 (a);ORO.GEN.110 pt.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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		(i);AMC1 CAT.OP.MP A.175(a), pt. (c)								
2.3.4.1.1	2.3.4 Alternate heliports 2.3.4.1 <i>Take-off alternate heliport</i> 2.3.4.1.1 A take-off alternate heliport shall be selected and specified in the operational flight plan if the weather conditions at the heliport of departure are at or below the applicable heliport operating minima.	R.(EU) 965/2012:CA T.OP.MPA.1 92	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.3.4.1.2	2.3.4.1.2 For a heliport to be selected as a take-off alternate, the available information shall indicate that, at the estimated time of use, the conditions will be at or above the heliport operating minima for that operation.	R.(EU) 965/2012:CA T.OP.MPA.1 92; AMC1 CAT.OP.MP A.192 (a)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The EU rule requires a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the	

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			Yes						
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									aerodrome.	
2.3.4.2.1	<p>2.3.4.2 <i>Destination alternate heliport</i></p> <p>2.3.4.2.1 For a flight to be conducted in accordance with IFR, at least one destination alternate shall be specified in the operational flight plan and the flight plan, unless:</p> <p>a) the duration of the flight and the meteorological conditions prevailing are such that there is reasonable certainty that, at the estimated time of arrival at the heliport of intended landing, and for a reasonable period before and after such time, the approach and landing may be made under visual meteorological conditions as prescribed by the State of the Operator; or</p> <p>b) the heliport of intended landing is isolated and no alternate is available. A point of no return (PNR) shall be determined.</p>	R.(EU) 965/2012:CA T.OP.MPA.1 91 pt. (c);SPA.HOF O.120 pt. (a)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other means of compliance. The EU rules do not require an alternate when destination is a coastal aerodrome and the helicopter is routing from offshore. However, the European rule requires a period commencing 1 hour before and ending 1 hour after	

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									the estimated time of arrival at the aerodrome.	
2.3.4.2.2	2.3.4.2.2 For a heliport to be selected as a destination alternate, the available information shall indicate that, at the estimated time of use, the conditions will be at or above the heliport operating minima for that operation.	R.(EU) 965/2012:CA T.OP.MPA.192	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The EU rule requires a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome and higher operating minima (one category above).	

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2.3.4.2.3	2.3.4.2.3 Recommendation. — <i>For a flight departing to a destination which is forecast to be below the heliport operating minima, two destination alternates should be selected. The first destination alternate should be at or above the heliport operating minima for destination and the second at or above the heliport operating minima for alternate.</i>	R.(EU) 965/2012:CA T.OP.MPA.1 92	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.3.4.3.1	2.3.4.3 <i>Offshore destination alternate heliport</i> 2.3.4.3.1 The State of the Operator shall issue a specific approval for the operational use of offshore destination alternate heliports.	Reg. (EU) 965/12, SPA.HOFO.1 05; SPA.HOFO.1 20 (b) (6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.3.4.3.2	2.3.4.3.2 A helideck may be specified as an offshore destination alternate heliport when the closest onshore destination alternate is not within achievable range of the helicopter. Specification is subject to the following conditions: a) a helideck shall only be used as an offshore destination alternate heliport after the PNR and when an onshore aerodrome is not geographically available. Prior to the PNR, an onshore destination alternate aerodrome shall be used; b) the operator shall have a risk assessment process	Reg (EU) 965/12, SPA.HOFO.1 20 (b); AMC1 SPA.HOFO.1 20 (a); AMC2 SPA.HOFO.1 20	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	<p>detailed in the operations manual for the utilization of helidecks as offshore destination alternate heliports and conduct such an assessment prior to their selection and use;</p> <p>c) the operator has established specific procedures and appropriate training programmes in the operations manual for offshore destination alternate heliport operations;</p> <p>d) the operator shall have pre-surveyed, and assessed for suitability, any helideck intended to be used as an offshore destination alternate heliport and have the information published in an appropriate form in the operations manual (including the orientation of the helideck);</p> <p>e) the helicopter shall have a one-engine-inoperative (OEI) landing capability at the offshore destination alternate heliport; and</p> <p>f) the MEL shall contain specific provisions for this type of operation.</p>								
2.3.4.3.3	<p>2.3.4.3.3 Recommendation.— <i>The use of an offshore destination alternate heliport should be restricted to helicopters which can achieve OEI in ground effect (IGE) hover at an appropriate power rating at the offshore destination alternate heliport.</i></p>	Reg (EU) 965/2012, SPA.HOFO.120; AMC2 SPA.HOFO.120	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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		(b)							
2.3.4.3.4	2.3.4.3.4 Recommendation. — <i>Where the surface of the helideck, or prevailing conditions (especially wind velocity), precludes an OEI IGE, OEI out of ground effect (OGE) hover performance at an appropriate power rating should be used to compute the landing mass.</i>	Reg (EU) 965/2012, SPA.HOFO.1 20; AMC2 SPA.HOFO.1 20 (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
2.3.4.3.5	2.3.4.3.5 Recommendation. — <i>The landing mass should be calculated from graphs provided in the operations manual. When calculating this landing mass, due account should be taken of helicopter configuration, environmental conditions and the operation of systems that have an adverse effect on performance.</i>	Reg (EU) 965/2012, SPA.HOFO.1 20; AMC2 SPA.HOFO.1 20 (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
2.3.4.3.6	2.3.4.3.6 Recommendation. — <i>The planned landing mass of the helicopter, including crew, passengers, baggage, cargo and 30 minutes final reserve fuel, should not exceed the OEI landing mass at the time of approach to the offshore destination alternate heliport.</i>	Reg (EU) 965/2012, SPA.HOFO.1 20; AMC2 SPA.HOFO.1 20 (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
2.3.4.3.7	2.3.4.3.7 The operator's risk assessment process shall take into consideration at least the following: a) the type and circumstances of the operation;	Reg (EU) 965/2012 SPA.HOFO.1 20; AMC1 SPA.HOFO.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	<ul style="list-style-type: none"> b) the area over which the operation is being conducted, including sea conditions, survivability and search and rescue facilities; c) the availability and suitability of the helideck for use as an offshore destination alternate heliport, including the physical characteristics, dimensions, configuration and obstacle clearance, the effect of wind direction and strength, and turbulence; d) the type of helicopter(s) being used; e) mechanical reliability of the helicopter engines and critical control systems and components; f) the training and operational procedures, including mitigation of the consequences of helicopter technical failures; g) specific mitigation measures; h) helicopter equipment; i) spare payload capacity for the carriage of additional fuel; j) weather minima, taking into account the accuracy and reliability of meteorological information; and k) communications and aircraft tracking facilities. 	20; AMC2 SPA.HOFO.1 20							
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	<p><i>Note 1.— The landing technique specified in the flight manual following control system failure may preclude the nomination of certain helidecks as offshore destination alternate heliports.</i></p> <p><i>Note 2.— Specific mitigation measures may include equipment improvements such as a sea state certification standard, safety equipment and tracking equipment.</i></p>								
2.3.4.3.8	<p>2.3.4.3.8 Recommendation.— <i>Training programmes should ensure that the requirements of Chapter 7, 7.4.2.2 are complied with, such as, but not limited to, route qualification, flight preparation, concept of operations with offshore destination alternate heliports and criteria for their use. Training programme refers to the training for pilots and other relevant personnel (including, as required, meteorological observers and helideck personnel) involved in such operations.</i></p>	Reg (EU) 965/12 SPA.HOFO.170 (a), AMC1.SPA.HOFO.170.(a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
2.3.4.3.9	<p>2.3.4.3.9 Recommendation.— <i>When the use of an offshore destination alternate heliport is planned, the meteorological observations, both at the offshore destination and the offshore destination alternate heliports, should be taken by an observer acceptable to the designated meteorological authority.</i></p> <p><i>Note.— Appropriate automatic weather stations may satisfy this requirement.</i></p>	Reg. (EU) 965/2012: SPA.HOFO.120; AMC2 SPA.HOFO.120 (c)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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2.3.4.3.10	2.3.4.3.10 Recommendation. — <i>Offshore destination alternate heliports should not be used for payload enhancement.</i>	Reg (EU) 965/12, SPA.HOFO.1 20 (b) (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.3.4.3.11	2.3.4.3.11 Recommendation. — <i>To demonstrate the mechanical reliability of critical control systems and critical components of the helicopter, the operator should install and utilize a health and usage monitoring system with tailored criteria for this type of operation.</i>	Reg (EU) 965/12 SPA.HOFO.1 55, AMC1 SPA.HOFO.1 55, GM1 SPA.HOFO.1 55	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.3.4.3.12	2.3.4.3.12 The heliport operating minima for the offshore destination and offshore destination alternate heliport required under 2.2.8.2 shall make due allowance for the availability and reliability of weather information and the geographic environment.	Reg (EU) 965/12 SPA.HOFO.1 20 (a), (b); AMC2 SPA.HOFO.1 20 (c) SPO.GEN.14 0 (a)(18)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.3.4.3.13	2.3.4.3.13 The operator shall specify cloud ceiling	Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	and visibility criteria relevant to the helideck elevation and location.	965/12 AMC1 SPA.HOFO.1 25 b)								
2.3.4.3.14	2.3.4.3.14 To use an offshore destination alternate helideck, it shall be ensured that, within 60 NM of the destination helideck and alternate helideck, fog is not present nor forecasted during the period commencing one hour before and ending one hour after the expected time of arrival at the offshore destination or offshore destination alternate helideck.	Reg (EU) 965/2012.: SPA.HOFO.1 20, AMC2 SPA.HOFO.1 20 (c) (3).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.3.4.3.15	2.3.4.3.15 Recommendation. — <i>An offshore destination alternate heliport/helideck should be more than 30 NM from the original destination to reduce the likelihood of a localized weather event precluding landings at both the offshore destination and the offshore destination alternate heliport/helideck.</i>	Reg (EU) 965/2012: SPA.HOFO.1 20; AMC2 SPA.HOFO.1 20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No reference to 30NM, the only requirement is general weather minima (AMC2 SPA.HOF O.120 c2)) between 1h before and 1h after the flight and	A new provision will be introduced in Reg. (EU) 965/12 through the RMT.03 92

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									for fog (60NM in AMC2 SPA.HOF O.120 c)3))	
2.3.4.3.16	<p>2.3.4.3.16 The operator shall ensure that, before passing the PNR, the following actions have been completed:</p> <ul style="list-style-type: none"> a) confirmation that navigation to the offshore destination and offshore destination alternate heliport is assured; b) radio contact with the offshore destination and offshore destination alternate heliport (or master station) is established; c) the landing forecast at the offshore destination and offshore destination alternate heliport are obtained and confirmed to be at or above the required minima; d) the requirements for OEI landing are verified against the latest reported weather conditions to ensure that they can be met; and e) to the extent possible, having considered information on current and forecast use of the offshore destination alternate heliport, and on 	Reg (EU) 965/2012: SPA.HOFO.120, AMC2 SPA.HOFO.120 (d).	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	conditions prevailing, the availability of the offshore destination alternate heliport will be guaranteed by the helideck provider until the landing at the offshore destination, or the offshore destination alternate heliport, is achieved.									
2.3.5.1	<p>2.3.5 Meteorological conditions</p> <p>2.3.5.1 A flight to be conducted in accordance with VFR shall not be commenced unless current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions along the route or that part of the route to be flown or in the intended area of operations under VFR will, at the appropriate time, be such as to enable compliance with these rules.</p> <p><i>Note.— When a flight is conducted in accordance with VFR, the use of night vision imaging systems (NVIS) or other vision enhancing systems does not diminish the requirement to comply with the provisions of 2.3.5.1.</i></p>	R.(EU) 965/2012:CA T.OP.MPA.2 45 pt. (c);SPA.NVIS.120	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.3.5.2	2.3.5.2 A flight to be conducted in accordance with IFR shall not be commenced unless information is available which indicates that conditions at the	R.(EU) 965/2012:CA T.OP.MPA.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	destination heliport or landing location or, when an alternate is required, at least one alternate heliport will, at the estimated time of arrival, be at or above the heliport operating minima.	45 pt. (a);								
2.3.5.3	<p>2.3.5.3 To ensure that an adequate margin of safety is observed in determining whether or not an approach and landing can be safely carried out at each alternate heliport or landing location, the operator shall specify appropriate incremental values for height of cloud base and visibility, acceptable to the State of the Operator, to be added to the operator's established heliport or landing location operating minima.</p> <p><i>Note.— Guidance on the selection of these incremental values is contained in the Flight Planning and Fuel Management (FPFM) Manual (Doc 9976).</i></p>	R.(EU) 965/2012:CA T.OP.MPA.1 92	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.3.5.4	<p>2.3.5.4 A flight to be operated in known or expected icing conditions shall not be commenced unless the helicopter is certificated and equipped to cope with such conditions.</p>	R.(EU) 965/2012:CA T.OP.MPA.2 55.R.(EU) 2018/1139: Annex V: Point 2.(e).	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.3.5.5	2.3.5.5 A flight to be planned or expected to	R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	operate in suspected or known ground icing conditions shall not be commenced unless the helicopter has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the helicopter is kept in an airworthy condition prior to take-off. <i>Note.— Guidance material is given in the Manual of Aircraft Ground De-icing/Anti-icing Operations (Doc 9640).</i>	965/2012:CA T.OP.MPA.250								
2.3.6.1	2.3.6 Fuel and oil requirements 2.3.6.1 <i>All helicopters.</i> A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the helicopter carries sufficient fuel and oil to ensure that it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.	Reg. (EU) 2018/1139: Annex V: point 2.g.R.(EU) 965/2012:CA T.OP.MPA.260;CAT.OP.MPA.190 & 191	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.3.6.2	2.3.6.2 <i>VFR operations.</i> The fuel and oil carried in order to comply with 2.3.6.1 shall, in the case of VFR operations, be at least the amount to allow the helicopter to:	R.(EU) 965/2012:CA T.OP.MPA.191 (c); CAT.OP.MP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If required an alternate aerodrome, it shall be	

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	<p>a) fly to the landing site to which the flight is planned;</p> <p>b) have final reserve fuel to fly thereafter for a period of 20 minutes at best-range speed; and</p> <p>c) have an additional amount of fuel to provide for the increased consumption on the occurrence of any of the potential contingencies specified by the operator to the satisfaction of the State of the Operator.</p>	A.260							also carried fuel enough for reaching it. EU regulation stipulates that when flying under VFR and navigating by means other than by reference to visual landmarks or at night, 30-minutes fuel at best range of speed are required.	
2.3.6.3	2.3.6.3 <i>IFR operations.</i> The fuel and oil carried in order to comply with 2.3.6.1 shall, in the case of IFR operations, be at least the amount to allow the helicopter:	R.(EU) 965/2012:CAT.OP.MPA.191	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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				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				

2.3.6.3.1	<p>2.3.6.3.1 When an alternate is not required, in terms of 2.3.4.2.1 a), to fly to and execute an approach at the heliport or landing location to which the flight is planned, and thereafter to have:</p> <p>a) final reserve fuel to fly 30 minutes at holding speed at 450 m (1 500 ft) above the destination heliport or landing location under standard temperature conditions and approach and land; and</p> <p>b) an additional amount of fuel to provide for the increased consumption on the occurrence of any of the potential contingencies specified by the operator to the satisfaction of the State of the Operator.</p>	R.(EU) 965/2012:CA T.OP.MPA.91;	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.3.6.3.2	<p>2.3.6.3.2 When an alternate is required, to fly to and execute an approach, and a missed approach, at the heliport or landing location to which the flight is planned, and thereafter:</p> <p>a) fly to and execute an approach at the alternate specified in the flight plan; and then</p> <p>b) have final reserve fuel to fly for 30 minutes at holding speed at 450 m (1 500 ft) above the alternate under standard temperature conditions, and approach and land; and</p> <p>c) have an additional amount of fuel to provide for the increased consumption on the occurrence</p>	R.(EU) 965/2012:CA T.OP.MPA.191	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes			Significant Difference			
				Level of implementation of SARPs						
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	of any of the potential contingencies specified by the operator to the satisfaction of the State of the Operator.									
2.3.6.3.3	2.3.6.3.3 When no alternate heliport or landing location is available, in terms of 2.3.4.2.1 (e.g. the destination is isolated), sufficient fuel shall be carried to enable the helicopter to fly to the destination to which the flight is planned and thereafter for a period that will, based on geographic and environmental considerations, enable a safe landing to be made.	R.(EU) 965/2012:CA T.OP.MPA.1 91	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.3.6.4	2.3.6.4 In computing the fuel and oil required in 2.3.6.1, at least the following shall be considered: a) meteorological conditions forecast; b) expected air traffic control routings and traffic delays; c) for IFR flight, one instrument approach at the destination heliport, including a missed approach; d) the procedures prescribed in the operations manual for loss of pressurization, where applicable, or failure of one engine while en-route; and e) any other conditions that may delay the landing of the helicopter or increase fuel and/or oil	R.(EU) 965/2012:CA T.OP.MPA.1 91	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes							
			No	Level of implementation of SARPs						Significant Difference
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	consumption. <i>Note.— Nothing in 2.3.6 precludes amendment of a flight plan in flight in order to replan the flight to another heliport, provided that the requirements of 2.3.6 can be complied with from the point where the flight has been replanned.</i>									
2.3.6.5	2.3.6.5 The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a re-analysis and, if applicable, adjustment of the planned operation.	R.(EU) 965/2012:CAT.OP.MPA.191 ;CAT.OP.MPA.260;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.3.7.1	2.3.7 Refuelling with passengers on board or rotors turning <i>Note.— Except where otherwise stated, all helicopter refuelling provisions relate to operations using jet fuels. See 2.3.7.5 for restrictions specific to AVGAS/wide cut fuels.</i> 2.3.7.1 A helicopter shall not be refuelled, rotors stopped or turning, when: a) passengers are embarking or disembarking; or	R.(EU) 965/2012:CAT.OP.MPA.200, AMC1 CAT.OP.MPA.200	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. On point (b): oxygen replenishment is allowed as per the Air Ops rules and as a mitigation measure, aviation	Point (a) is implemented.

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			Yes			Significant Difference			
			Level of implementation of SARPs						
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	b) when oxygen is being replenished.								stakeholders are trained on the use of oxygen. This will remain a difference.	
2.3.7.2	<p>2.3.7.2 When the helicopter is refuelled with passengers on board, rotors stopped or turning, it shall be properly attended by sufficient qualified personnel, ready to initiate and direct an evacuation of the helicopter by the most practical, safe and expeditious means available. In order to achieve this:</p> <p>a) the flight crew shall ensure that the passengers are briefed on what actions to take if an incident occurs during refuelling;</p> <p>b) a constant two-way communication shall be maintained by the helicopter's intercommunication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the helicopter; and</p> <p><i>Note.— Caution needs to be exercised when using radios for this purpose due to the potential for stray currents and radio-induced voltages.</i></p>	R.(EU) 965/2012:CAT.OP.MPA.200, AMC1 CAT.OP.MPA.200	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
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	c) during an emergency shutdown procedure, the flight crew shall ensure that any personnel or passengers outside the helicopter are clear of the rotor area.									
2.3.7.3	2.3.7.3 The operator shall establish procedures and specify conditions under which such refuelling may be carried out.	R.(EU) 965/2012:CAT.OP.MPA.200;AMC1 CAT.OP.MPA.200	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.3.7.4	2.3.7.4 Recommendation. — <i>In addition to the requirements of 2.3.7.2, operational procedures should specify that at least the following precautions are taken:</i> a) <i>doors on the refuelling side of the helicopter remain closed where possible, unless these are the only suitable exits;</i> b) <i>doors on the non-refuelling side of the helicopter remain open, weather permitting, unless otherwise specified by the RFM;</i> c) <i>fire-fighting facilities of the appropriate scale be positioned so as to be immediately available in the event of a fire;</i> d) <i>if the presence of fuel vapour is detected inside</i>	R.(EU) 965/2012:CAT.OP.MPA.200;AMC3 CAT.OP.MPA.200; AMC4 CAT.OP.MPA.200	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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	<p><i>the helicopter, or any other hazard arises during refuelling, fuelling be stopped immediately;</i></p> <p><i>e) the ground or deck area beneath the exits intended for emergency evacuation be kept clear;</i></p> <p><i>f) seat belts should be unfastened to facilitate rapid egress; and</i></p> <p><i>g) with rotors turning, only ongoing passengers should remain on board.</i></p>									
2.3.7.5	2.3.7.5 A helicopter shall not be refuelled with AVGAS (aviation gasoline) or wide-cut type fuel or a mixture of these types of fuel, when passengers are on board.	R.(EU) 965/2012:CAT.OP.MPA.200	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.3.7.6	2.3.7.6 A helicopter shall not be defueled at any time when: <p>a) passengers remain on board; or</p> <p>b) passengers are embarking or disembarking; or</p> <p>c) oxygen is being replenished.</p>	Reg. (EU) 965/2012, CAT.OP.MPA.200, AMC5 CAT.OP.MPA.200	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. On point (b): oxygen replenishment is allowed as per the Air Ops rules	

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<p><i>Note 1.— Provisions concerning aircraft refuelling are contained in Annex 14, Volume I, and guidance on safe refuelling practices is contained in the Airport Services Manual (Doc 9137), Parts 1 and 8.</i></p> <p><i>Note 2.— Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.</i></p>								and as a mitigation measure, aviation stakeholders are trained on the use of oxygen. This will remain a difference.												
2.3.8	<p>2.3.8 Oxygen supply</p> <p><i>Note.— Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure used in the text are as follows:</i></p> <table border="0"> <tr> <td>Absolute pressure</td> <td>Metres</td> <td>Feet</td> </tr> <tr> <td>700 hPa</td> <td>3 000</td> <td>10 000</td> </tr> <tr> <td>620 hPa</td> <td>4 000</td> <td>13 000</td> </tr> <tr> <td>376 hPa</td> <td>7 600</td> <td>25 000</td> </tr> </table>	Absolute pressure	Metres	Feet	700 hPa	3 000	10 000	620 hPa	4 000	13 000	376 hPa	7 600	25 000		<input type="checkbox"/>						
Absolute pressure	Metres	Feet																			
700 hPa	3 000	10 000																			
620 hPa	4 000	13 000																			
376 hPa	7 600	25 000																			
2.3.8.1	2.3.8.1 A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be	R.(EU) 965/2012:CA T.IDE.H.240;	<input checked="" type="checkbox"/>	<input type="checkbox"/>																	

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	<p>commenced unless sufficient stored breathing oxygen is carried to supply:</p> <p>a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and</p> <p>b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.</p>	CAT.POL.H.420								
2.3.8.2	<p>2.3.8.2 A flight to be operated with a pressurized helicopter shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when the helicopter is operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely to a flight altitude at which the atmospheric pressure is equal to 620 hPa within four minutes, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. There are no pressurised helicopters operated in the EU.	
2.4.1.1	2.4 In-flight procedures	R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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			No	Yes						Significant Difference
				Level of implementation of SARPs						
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	2.4.1 Heliport operating minima 2.4.1.1 A flight shall not be continued towards the heliport of intended landing, unless the latest available information indicates that at the expected time of arrival, a landing can be effected at that heliport, or at least one destination alternate heliport, in compliance with the operating minima established in accordance with 2.2.8.1.	965/2012:CA T.OP.MPA.2 45 pt. (b)							
2.4.1.2	2.4.1.2 An instrument approach shall not be continued below 300 m (1 000 ft) above the heliport elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the heliport operating minima. <i>Note.— Criteria for the final approach segment is contained in PANS-OPS (Doc 8168), Volume II.</i>	R.(EU) 965/2012:CA T.OP.MPA.3 05 pt. (b) & (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
2.4.1.3	2.4.1.3 If, after entering the final approach segment or after descending below 300 m (1 000 ft) above the heliport elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, a helicopter shall not continue its approach-to-land	R.(EU) 965/2012:CA T.OP.MPA.3 05 pt. (d) & (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
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	at any heliport beyond a point at which the limits of the operating minima specified for that heliport would be infringed.									
2.4.2	2.4.2 Meteorological observations <i>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).</i>	SERA.12001, SERA.12005 Reg. (EU) 923/2012	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.4.3	2.4.3 Hazardous flight conditions Hazardous flight conditions encountered, other than those associated with meteorological conditions, shall be reported to the appropriate aeronautical station as soon as possible. The reports so rendered shall give such details as may be pertinent to the safety of other aircraft.	R.(EU) 965/2012:CAT.GEN.MPA.105(d).R.(EU) 923/2012:SER.A.12005 (a) & (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		SERA.12005 (b) competent authorities shall prescribe other conditions that shall be reported .Part-CAT only				

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exact or Exceeds	B) Different in character or Other means of compliance				

										requires bird hazards.
2.4.4.1	2.4.4 Flight crew members at duty stations 2.4.4.1 <i>Take-off and landing.</i> All flight crew members required to be on flight deck duty shall be at their stations.	R.(EU) 965/2012:CA T.OP.MPA.2 10 pt. (a).R.(EU) 2018/1139:Annex V pt. 3.a	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.4.4.2	2.4.4.2 <i>En-route.</i> All flight crew members required to be on flight deck duty shall remain at their stations except when their absence is necessary for the performance of duties in connection with the operation of the helicopter or for physiological needs.	R.(EU) 965/2012:CA T.OP.MPA.2 10 pt. (a).	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.4.4.3	2.4.4.3 <i>Seat belts.</i> All flight crew members shall keep their seat belt fastened when at their stations.	R.(EU) 965/2012:CA T.OP.MPA.2 25 pt. (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.4.4.4	2.4.4.4 <i>Safety harness.</i> Any flight crew	R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	<p>member occupying a pilot's seat shall keep the safety harness fastened during the take-off and landing phases; all other flight crew members shall keep their safety harness fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt must remain fastened.</p> <p><i>Note.— Safety harness includes shoulder straps and a seat belt which may be used independently.</i></p>	965/2012:CA T.OP.MPA.2 25 pt. (a).R.(EU) 2018/1139:Annex V pt. 3.a							
2.4.5	<p>2.4.5 Use of oxygen</p> <p>All flight crew members, when engaged in performing duties essential to the safe operation of a helicopter in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in 2.3.8.1 or 2.3.8.2.</p>	R.(EU) 965/2012:CA T.OP.MPA.2 85	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2.4.6.1	<p>2.4.6 Safeguarding of cabin crew and passengers in pressurized aircraft in the event of loss of pressurization</p> <p>Recommendation.— <i>Cabin crew should be safeguarded so as to ensure reasonable probability of their retaining consciousness during any emergency</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. There are no pressurized helicopters

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	<p><i>descent which may be necessary in the event of loss of pressurization and, in addition, they should have such means of protection as will enable them to administer first aid to passengers during stabilized flight following the emergency. Passengers should be safeguarded by such devices or operational procedures as will ensure reasonable probability of their surviving the effects of hypoxia in the event of loss of pressurization.</i></p> <p><i>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.</i></p>									operated in the EU.
2.4.7.1	<p>2.4.7 Instrument flight procedures</p> <p>2.4.7.1 One or more instrument approach procedures to serve each final approach and take-off area or heliport utilized for instrument flight operations shall be approved and promulgated by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State.</p>	R.(EU) 965/2012:CA T.OP.MPA.1 25	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.4.7.2	<p>2.4.7.2 All helicopters operated in accordance with IFR shall comply with the instrument approach procedures approved by the State in which the heliport is</p>	R.(EU) 965/2012:CA T.OP.MPA.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	located, or by the State which is responsible for the heliport when located outside the territory of any State. <i>Note 1.— Operational procedures recommended for the guidance of operations personnel involved in instrument flight operations are described in PANS-OPS (Doc 8168), Volume I.</i> <i>Note 2.— Criteria for the construction of instrument flight procedures for the guidance of procedure specialists are provided in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons (see Section II, Chapter 1, 1.1.1).</i>	25								
2.4.8.1	2.4.8 Helicopter operating procedures for noise abatement Recommendation. — <i>The operator should ensure that take-off and landing procedures take into account the need to minimize the effect of helicopter noise.</i>	R.(EU) 965/2012:CA T.OP.MPA.1 31	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.4.9.1	2.4.9 In-flight fuel management	R.(EU) 965/2012:CA T.OP.MPA.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	2.4.9.1 The operator shall establish policies and procedures, approved by the State of the Operator, to ensure that in-flight fuel checks and fuel management are performed.	95								
2.4.9.2	2.4.9.2 The pilot-in-command shall monitor the amount of usable fuel remaining on board to ensure it is not less than the fuel required to proceed to a landing site where a safe landing can be made with the planned final reserve fuel remaining.	R.(EU) 965/2012:CA T.OP.MPA.1 95	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.4.9.3	2.4.9.3 The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific landing site, the pilot calculates that any change to the existing clearance to that landing site, or other air traffic delays, may result in landing with less than the planned final reserve fuel. <i>Note 1.— The declaration of MINIMUM FUEL informs ATC that all planned landing site options have been reduced to a specific landing site of intended landing, that no precautionary landing site is available, and any change to the existing clearance, or air traffic delays, may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.</i>	R.(EU) 965/2012:CA T.OP.MPA.1 95(c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	<i>Note 2.— A precautionary landing site refers to a landing site, other than the site of intended landing, where it is expected that a safe landing can be made prior to the consumption of the planned final reserve fuel.</i>								
2.4.9.4	<p>2.4.9.4 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the usable fuel estimated to be available upon landing at the nearest landing site where a safe landing can be made is less than the required final reserve fuel in compliance with 2.3.6.</p> <p><i>Note 1.— The planned final reserve fuel refers to the value calculated in 2.3.6 and is the minimum amount of fuel required upon landing at any landing site. The declaration of MAYDAY MAYDAY MAYDAY FUEL informs ATC that all available landing options have been reduced to a specific site and a portion of the final reserve fuel may be consumed prior to landing.</i></p> <p><i>Note 2.— The pilot estimates with reasonable certainty that the fuel remaining upon landing at the nearest safe landing site will be less than the final reserve fuel, taking into consideration the latest information available, the area to be overflown (i.e. with respect to the availability of precautionary landing areas), meteorological conditions and other reasonable contingencies.</i></p> <p><i>Note 3.— The words “MAYDAY FUEL”</i></p>	R.(EU) 965/2012:CA T.OP.MPA.185(d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	<i>describe the nature of the distress conditions as required in Annex 10, Volume II, 5.3.2.1.1, b) 3.</i>								
2.5.1	<p>2.5 Duties of pilot-in-command</p> <p>2.5.1 The pilot-in-command shall be responsible for the operation and safety of the helicopter and for the safety of all crew members, passengers and cargo on board, from the moment the engine(s) are started until the helicopter finally comes to rest at the end of the flight, with the engine(s) shut down and the rotor blades stopped.</p>	R.(EU) 965/2012:CAT.GEN.MPA. 105 pt. (a) (1), (2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	In Reg. (EU) 965/2012, the term 'commander' is used in CAT operations. In the EU rule the commander is responsible for the safety of all crew, pax and cargo as soon as he/she arrives				

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			No	Yes						Significant Difference
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									on board.
2.5.2	2.5.2 The pilot-in-command shall ensure that the checklists specified in 2.2.6 are complied with in detail.	R.(EU) 965/2012:CA T.GEN.MPA.105 pt. (a)(8)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	In Reg. (EU) 965/2012, the term 'commander' is used in CAT operations.				
2.5.3	2.5.3 The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the helicopter, resulting in serious injury or death of any person or substantial damage to the helicopter or property. <i>Note.— A definition of the term "serious injury" is contained in Annex 13.</i>	R.(EU) 965/2012:CA T.GEN.MPA.100 pt. (b)(3);For the definition of 'serious injury':R.(EU) 996/2010:Art. 2 Def. (17)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EU regulation applies to all crew members. In Reg. (EU) 965/2012, the term 'comma				

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									nder' is used in CAT operations.
2.5.4	2.5.4 The pilot-in-command shall be responsible for reporting all known or suspected defects in the helicopter, to the operator, at the termination of the flight.	R.(EU) 965/2012:CAT.GEN.MPA.100 pt. (b)(1).CAT.GEN.MPA.105 (a)(14)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	In Reg. (EU) 965/2012, the term 'commander' is used in CAT operations.				
2.5.5	2.5.5 The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 9.4.1. <i>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</i>	R.(EU) 965/2012:ORO.MLR.110; AMC1 ORO.MLR.110;CAT.GEN.MPA.105 pt. (a)(8)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	In the EU system the operator has the responsibility. Normally the operator				

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	<i>form of journey log book”.</i>									delegates into the commander.CAT .GEN.M PA.105 pt. (a)(8) covers the adherence to the above delegation.
2.6.1	<p>2.6 Duties of flight operations officer/flight dispatcher</p> <p>2.6.1 A flight operations officer/flight dispatcher in conjunction with a method of control and supervision of flight operations in accordance with 2.2.1.3 shall:</p> <p>a) assist the pilot-in-command in flight preparation and provide the relevant information;</p> <p>b) assist the pilot-in-command in preparing the operational flight plan and the flight plan to be filed;</p>	R.(EU) 965/2012:OR O.GEN.110 pt. (c), (f);	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. Flight operations officer/flight dispatcher tasks and responsibilities are not specifically described in Reg.	The EU rule is more generic. Subject to RMT.0392 (Regular update of the air ops rules).

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	<p>c) when applicable, assist the pilot-in-command in preparing the preliminary flight plan, and submit it to a unit designated by the appropriate ATS authority;</p> <p>d) sign, when applicable, and file the flight plan to a unit designated by the appropriate ATS authority; and</p> <p>e) furnish the pilot-in-command while in flight, by appropriate means, with information which may be necessary for the safe conduct of the flight.</p> <p><i>Note 1.— The requirements for flight plans are contained in Annex 2 — Rules of the Air and the procedures relating to flight plans and associated services are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).</i></p> <p><i>Note 2.— Detailed guidance on the use of the FF-ICE services, including the use of a preliminary flight plan, can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).</i></p>							(EU) 965/2012. Regarding the changes related to FF-ICE: The new terms ‘filed flight plan’, ‘current flight plan’ and ‘Appropriate ATS authority’ are not included in Regulation (EU) No 965/2012, which currently refers to ‘ATS flight plan’ and to ‘appropriate ATS	
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									unit'.	
2.6.2	<p>2.6.2 In the event of an emergency, a flight operations officer/flight dispatcher shall:</p> <p>a) initiate such procedures as outlined in the operations manual while avoiding taking any action that would conflict with ATC procedures; and</p> <p>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.</p> <p><i>Note.— It is equally important that the pilot-in-command also convey similar information to the flight operations officer/flight dispatcher during the course of a flight, particularly in the context of emergency situations.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
2.7	<p>2.7 Carry-on baggage</p> <p>The operator shall ensure that all baggage carried onto a helicopter and taken into the passenger cabin is adequately and securely stowed.</p>	R.(EU) 965/2012:CA T.OP.MPA.160	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.8.1	2.8 FATIGUE MANAGEMENT		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In the	In the

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	<p><i>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).</i></p> <p>2.8.1 The State of the Operator shall establish regulations for the purpose of managing fatigue. These regulations shall be based upon scientific principles, knowledge and operational experience with the aim of ensuring that flight and cabin crew members are performing at an adequate level of alertness. Accordingly, the State shall establish:</p> <p>a) prescriptive regulations for flight time, flight duty period and duty period limitations and rest period requirements; and</p> <p>b) where authorizing an operator to use a fatigue risk management system (FRMS), FRMS regulations in accordance with Appendix 7.</p>								scope of the EU but not yet developed. National rules apply.	future, EASA RMT.04 94 foresees the development of FTL for CAT operations with helicopters.
2.8.2	<p>2.8.2 The State of the Operator shall require that the operator, in compliance with 2.8.1 and for the purposes of managing its fatigue-related safety risks, establish one of the following:</p> <p>a) flight time, flight duty period, duty period limitations and rest period requirements that are</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In the scope of the EU but not yet developed. National rules	EASA RMT.04 94 foresees the development of

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	<p>within the prescriptive fatigue management regulations established by the State of the Operator; or</p> <p>b) an FRMS in compliance with regulations established by the State of the Operator for all operations; or</p> <p>c) an FRMS in compliance with regulations established by the State of the Operator for a defined part of its operations with the remainder of its operations in compliance with the prescriptive fatigue management regulations established by the State of the Operator.</p> <p><i>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.</i></p>								apply.	FTL for CAT operations with helicopters.	
2.8.3	2.8.3 The operator shall maintain records of flight time, flight duty periods, duty periods and rest periods for all its flight and cabin crew members for a period of time specified by the State of the Operator.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		In the scope of the EU but not yet developed. National rules apply.	EASA RMT.04 94 foresees the development of FTL for CAT operatio

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										ns with helicopters.
2.8.4	<p>2.8.4 Where the operator complies with prescriptive fatigue management regulations in the provision of part or all of its services, the State of the Operator:</p> <p>a) shall require that the operator familiarize those personnel involved in managing fatigue with their responsibilities and the principles of fatigue management;</p> <p>b) may approve, in exceptional circumstances, variations to these regulations on the basis of a risk assessment provided by the operator. Approved variations shall provide a level of safety equivalent to, or better than, that achieved through the prescriptive fatigue management regulations.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In the scope of the EU but not yet developed. National rules apply.	EASA RMT.04 94 foresees the development of FTL for CAT operations with helicopters.
2.8.5	<p>2.8.5 Where the operator implements an FRMS to manage fatigue-related safety risks in the provision of part or all of its services, the State of the Operator shall:</p> <p>a) require the operator to have processes to integrate FRMS functions with its other safety management functions;</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In the scope of the EU but not yet developed. National rules apply.	EASA RMT.04 94 foresees the development of FTL for

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	<p>b) require that the operator establish maximum values for flight times, flight duty periods and duty periods, and minimum values for rest periods; and</p> <p>c) approve the operator's FRMS before it may take the place of any or all of the prescriptive fatigue management regulations. An approved FRMS shall provide a level of safety equivalent to, or better than, the prescriptive fatigue management regulations.</p>									CAT operations with helicopters.
3.1.1	<p>CHAPTER 3. HELICOPTER PERFORMANCE OPERATING LIMITATIONS</p> <p>3.1 General</p> <p>3.1.1 Helicopters shall be operated in accordance with a code of performance established by the State of the Operator, in compliance with the applicable Standards of this chapter.</p> <p><i>Note 1.— The code of performance reflects, for the conduct of operations, both the various phases of flight and the operational environment. The Helicopter</i></p>	R.(EU) 965/2012:CAT.POL.H.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	Code of Performance Development Manual (<i>Doc 10110</i>) provides guidance to assist States in establishing a code of performance. <i>Note 2.— Concerning compliance with codes of performance, Chapter 1 of this Section requires operators to comply with the laws, regulations and procedures of the States in which their helicopters are operated. Article 11 of the Convention forms the basis for this requirement.</i>								
3.1.2	3.1.2 In conditions where the safe continuation of flight is not ensured in the event of a critical engine failure, helicopter operations shall be conducted in conditions of weather and light, and over such routes and diversions, that permit a safe forced landing to be executed.	R.(EU) 965/2012:CAT.OP.MPA.137;CAT.POL.H.310;CAT.POL.H.325;CAT.POL.H.405;CAT.POL.H.410CAT.POL.H.415.	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
3.1.3	3.1.3 Notwithstanding the provisions of 3.1.2, the State of the Operator may, based on the result of a risk assessment, allow for variations without a safe forced landing to be included in the Code of Performance established in accordance with the provisions of 3.1.1. The risk assessment shall take into consideration at least the following:	R.(EU) 965/2012:CAT.POL.H.305CAT.POL.H.400(c)CAT.POL.H.420	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	<ul style="list-style-type: none"> a) the type and circumstances of the operation; b) the area/terrain over which the operation is being conducted; c) the probability of, and length of exposure to, a critical engine failure and the tolerability of such an event; d) the procedures and systems for monitoring and maintaining the reliability of the engine(s); e) the training and operational procedures to mitigate the consequences of the critical engine failure; and f) helicopter equipment. <p><i>Note.— Guidance on conduct of the risk assessment to allow for variations to the need for a safe forced landing, including mitigation strategies to reduce the risk, is contained in Doc 10110.</i></p>									
3.1.4	3.1.4 Where the State of the Operator permits IMC operations in performance Class 3, such operations shall be conducted in accordance with the provisions of 3.4.	R.(EU) 965/2012:CA T.POL.H.400	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Such operations are not allowed. Not implemented	

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3.1.5	<p>3.1.5 Recommendation.— <i>For helicopters for which Part IV of Annex 8 is not applicable because of the exemption provided for in Article 41 of the Convention, the State of the Operator should ensure that the level of performance specified in 3.2 is met as far as practicable.</i></p>	R.(EU) 965/2012:CA T.POL.H.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
3.2.1	<p>3.2 Applicable to helicopters certificated in accordance with Part IV of Annex 8</p> <p>3.2.1 The Standards contained in 3.2.2 to 3.2.7 inclusive are applicable to the helicopters to which Part IV of Annex 8 is applicable.</p> <p><i>Note.— The following Standards do not include quantitative specifications comparable to those found in national airworthiness codes. In accordance with 3.1.1, they are to be supplemented by national requirements prepared by Contracting States.</i></p>	R.(EU) 965/2012:CA T.POL.H.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
3.2.2	<p>3.2.2 The level of performance defined by the appropriate parts of the code of performance referred to in 3.1.1 for the helicopters designated in 3.2.1 shall be consistent with the overall level embodied in the Standards of this chapter.</p>	R.(EU) 965/2012:CA T.POL.H.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	<i>Note.— Guidance on the level of performance intended by the Standards and Recommended Practices of this chapter is contained in Doc 10110.</i>									
3.2.3	3.2.3 A helicopter shall be operated in compliance with the terms of its certificate of airworthiness and within the approved operating limitations contained in its flight manual.	R.(EU) 2018/1139:Annex V pt. 2.c, 4.1, 4.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
3.2.4	3.2.4 The State of the Operator shall take such precautions as are reasonably possible to ensure that the general level of safety contemplated by these provisions is maintained under all expected operating conditions, including those not covered specifically by the provisions of this chapter.	R.(EU) 965/2012:AR O.GEN.300; CAT.POL.H.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
3.2.5	3.2.5 A flight shall not be commenced unless the performance information provided in the flight manual indicates that the Standards of 3.2.6 and 3.2.7 can be complied with for the flight to be undertaken.	Reg. (EU) 2018/1139:Annex V, pt. 4.4R.(EU) 965/2012:CAT.POL.H.105	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
3.2.6	3.2.6 In applying the Standards of this chapter, account shall be taken of all factors that significantly	R.(EU) 2018/1139:A	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	affect the performance of the helicopter (such as: mass, operating procedures, the pressure-altitude appropriate to the elevation of the operating site, temperature, wind and condition of the surface). Such factors shall be taken into account directly as operational parameters or indirectly by means of allowances or margins, which may be provided in the scheduling of performance data or in the code of performance in accordance with which the helicopter is being operated.	nnex V pt. 4.4 and 4.5.R.(EU) 965/2012:CAT.POL.H.105								
3.2.7	<p>3.2.7 Mass limitations</p> <p>a) The mass of the helicopter at the start of take-off shall not exceed the mass at which the code of performance referred to in 3.1.1 is complied with, allowing for expected reductions in mass as the flight proceeds and for such fuel jettisoning as is appropriate.</p> <p>b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the helicopter flight manual taking into account the factors specified in 3.2.6.</p> <p>c) In no case shall the estimated mass for the expected time of landing at the destination and at any alternate exceed the maximum landing mass specified in the helicopter flight manual taking into account the factors specified in 3.2.6.</p>	R.(EU) 2018/1139:Annex V pt. 4 and 6.1.c.R.(EU) 965/2012:CAT.POL.H.105 ;CAT.POL.H.205;CAT.POL.H.220;CAT.POL.H.310; CAT.POL.H.325;CAT.POL.H.405;CAT.POL.H.415.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	d) In no case shall the mass at the start of take-off, or at the expected time of landing at the destination and at any alternate, exceed the relevant maximum mass at which compliance has been demonstrated with the applicable noise certification Standards in Annex 16, Volume I unless otherwise authorized, in exceptional circumstances for a certain operating site where there is no noise disturbance problem, by the competent authority of the State in which the operating site is situated.									
3.2.7.1.1	3.2.7.1 <i>Take-off and initial climb phase</i> 3.2.7.1.1 <i>Operations in performance Class 1.</i> The helicopter shall be able, in the event of the failure of the critical engine being recognized at or before the take-off decision point, to discontinue the take-off and stop within the rejected take-off area available or, in the event of the failure of the critical engine being recognized at or after the take-off decision point, to continue the take-off, clearing all obstacles along the flight path by an adequate margin until the helicopter is in a position to comply with 3.2.7.2.1.	R.(EU) 965/2012:CA T.POL.H.205 ;CAT.POL.H.210	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
3.2.7.1.2	3.2.7.1.2 <i>Operations in performance Class 2.</i> The helicopter shall be able, in the event of the failure of	R.(EU) 965/2012:CA	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	the critical engine at any time after reaching DPATO, to continue the take-off, clearing all obstacles along the flight path by an adequate margin until the helicopter is in a position to comply with 3.2.7.2.1. Before the DPATO, failure of the critical engine may cause the helicopter to force-land; therefore the conditions stated in 3.1.2 shall apply.	T.POL.H.310 ;CAT.POL.H.315.							
3.2.7.1.3	3.2.7.1.3 <i>Operations in performance Class 3.</i> At any point of the flight path, failure of an engine will cause the helicopter to force-land; therefore, the conditions stated in 3.1.2 shall apply.	R.(EU) 965/2012:CAT.POL.H.400 ;CAT.POL.H.405;CAT.POL.H.410;CAT.POL.H.415;	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
3.2.7.2.1	3.2.7.2 <i>En-route phase</i> 3.2.7.2.1 <i>Operations in performance Classes 1 and 2.</i> The helicopter shall be able, in the event of the failure of the critical engine at any point in the en-route phase, to continue the flight to a site at which the conditions of 3.2.7.3.1 for operations in performance Class 1, or the conditions of 3.2.7.3.2 for operations in performance Class 2, can be met without flying below the appropriate minimum flight altitude at any point. <i>Note.— When the en-route phase is conducted</i>	R.(EU) 965/2012:CAT.POL.H.215 ;CAT.POL.H.320;	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	<i>over a hostile environment and the diversion time to an alternate would exceed two hours, it is recommended that the State of the Operator assess the risks associated with a second engine failure.</i>									
3.2.7.2.2	3.2.7.2.2 <i>Operations in performance Class 3.</i> The helicopter shall be able, with all engines operating, to continue along its intended route or planned diversions without flying at any point below the appropriate minimum flight altitude. At any point of the flight path, failure of an engine will cause the helicopter to force-land; therefore, the conditions stated in 3.1.2 shall apply.	R.(EU) 965/2012:CA T.POL.H.410	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
3.2.7.3.1	3.2.7.3 <i>Approach and landing phase</i> 3.2.7.3.1 <i>Operations in performance Class 1.</i> In the event of the failure of the critical engine being recognized at any point during the approach and landing phase, before the landing decision point, the helicopter shall, at the destination and at any alternate, after clearing all obstacles in the approach path, be able to land and stop within the landing distance available or to perform a bailed landing and clear all obstacles in the flight path by an adequate margin equivalent to that specified in 3.2.7.1.1. In case of the failure occurring after the landing decision point, the helicopter shall be able to land and stop within the landing distance available.	R.(EU) 965/2012:CA T.POL.H.220	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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3.2.7.3.2	3.2.7.3.2 <i>Operations in performance Class 2.</i> In the event of the failure of the critical engine before the DPBL, the helicopter shall, at the destination and at any alternate, after clearing all obstacles in the approach path, be able either to land and stop within the landing distance available or to perform a bailed landing and clear all obstacles in the flight path by an adequate margin equivalent to that specified in 3.2.7.1.2. After the DPBL, failure of an engine may cause the helicopter to force-land; therefore, the conditions stated in 3.1.2 shall apply.	R.(EU) 965/2012:CA T.POL.H.325	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
3.2.7.3.3	3.2.7.3.3 <i>Operations in performance Class 3.</i> At any point of the flight path, failure of an engine will cause the helicopter to force-land; therefore, the conditions stated in 3.1.2 shall apply.	R.(EU) 965/2012:CA T.POL.H.415 ; CAT.POL.H.410	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
3.3	3.3 Obstacle data The operator shall use available obstacle data to develop procedures to comply with the take-off, initial climb, approach and landing phases detailed in the code of performance established by the State of the Operator.	R.(EU) 965/2012:CA T.POL.H.110	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

3.4.1	<p>3.4 Additional requirements for operations of helicopters in performance Class 3 in IMC, except special VFR flights</p> <p>3.4.1 Operations in performance Class 3 in IMC shall be conducted only over a surface environment acceptable to the competent authority of the State over which the operations are performed.</p>	R.(EU) 965/2012:CAT.POL.H.400	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented.	Such operations are not allowed.
3.4.2	<p>3.4.2 In approving operations by helicopters operating in performance Class 3 in IMC, the State of the Operator shall ensure that the helicopter is certificated for flight under IFR and that the overall level of safety intended by the provisions of Annexes 6 and 8 is provided by:</p> <p>a) the reliability of the engines;</p> <p>b) the operator's maintenance procedures, operating practices and crew training programmes; and</p> <p>c) equipment and other requirements provided in accordance with Appendix 2.</p> <p><i>Note.— Guidance on additional requirements for operations of helicopters in performance Class 3 in IMC is contained in Appendix 2.</i></p>	R.(EU) 965/2012:CAT.POL.H.400	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented.	Such operations are not allowed.

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			No	Yes						Significant Difference
				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				

3.4.3	3.4.3 Operators of helicopters operating in performance Class 3 in IMC shall have a programme for engine trend monitoring and shall utilize the engine and helicopter manufacturers' recommended instruments, systems and operational/ maintenance procedures to monitor the engines.	R.(EU) 965/2012:CAT.POL.H.400	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented.	Such operations are not allowed.
3.4.4	3.4.4 Recommendation. — <i>In order to minimize the occurrence of mechanical failures, helicopters operating in IMC in performance Class 3 should utilize vibration health monitoring for the tail-rotor drive system.</i>	R.(EU) 965/2012:CAT.POL.H.400	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented.	Such operations are not allowed.
4.1.1	CHAPTER 4. HELICOPTER INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS <i>Note.— Specifications for the provision of helicopter communication and navigation equipment are contained in Chapter 5.</i>	R.(EU) 965/2012:CAT.IDE.H.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Part-CAT refers to Reg.(EU) 748/2012 for approval of

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

4.1 General	4.1.1 In addition to the minimum equipment necessary for the issuance of a certificate of airworthiness, the instruments, equipment and flight documents prescribed in the following paragraphs shall be installed or carried, as appropriate, in helicopters according to the helicopter used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be approved or accepted by the State of Registry.									equipment and its installation.No approval required for spare fuses, independent portable lights, time piece, chart holder, first-aid kits, child restraint
4.1.2	4.1.2 A helicopter shall carry a certified true copy of the air operator certificate specified in 2.2.1, and a copy of the operations specifications relevant to the helicopter type, issued in conjunction with the certificate. When the certificate and the associated operations specifications are issued by the State of the Operator in a language other than English, an English translation shall	R.(EU) 965/2012:CA T.GEN.MPA. 180 pt. (a)(5) and (a)(6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			No	Yes						Significant Difference
				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				

	be included. <i>Note.— Provisions for the content of the air operator certificate and its associated operations specifications are contained in 2.2.1.5 and 2.2.1.6.</i>									
4.1.3	4.1.3 The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the helicopter’s compliance with the airworthiness requirements applicable in the State of Registry. <i>Note.— Attachment B contains guidance on the minimum equipment list.</i>	R.(EU) 2018/1139:Art. 30 5(c);Annex V pt. 2.c.R.(EU) 965/2012:Art. 9;ORO.MLR.105;ORO.MLR.100; ; AMC3 ORO.MLR.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.1.4	4.1.4 The operator shall make available to operations staff and crew members an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles. The manual shall be easily accessible	R.(EU) 2018/1139:Annex V pt. 8.2.R.(EU) 965/2012:ORO.MLR.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	to the flight crew during all flight operations. <i>Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).</i>									
4.1.5.1	<p>4.1.5 Helicopter operated under an Article 83 bis agreement</p> <p><i>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).</i></p> <p>4.1.5.1 A helicopter, 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.</p> <p><i>Note.— Guidance regarding the agreement summary is contained in Doc 10059.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.0)

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

										392).
4.1.5.2	<p>4.1.5.2 The agreement summary of an Article 83 bis agreement shall be accessible to a civil aviation safety inspector, in determining which functions and duties are transferred by the State of Registry to the State of the Operator under the agreement, when conducting surveillance activities such as ramp checks.</p> <p><i>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).</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.0 392).
4.1.5.3	4.1.5.3 The agreement summary shall be transmitted to ICAO together with the Article 83 bis		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented	EASA will

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				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				
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	<p>Agreement for registration with the ICAO Council by the State of Registry or the State of the Operator.</p> <p><i>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 4.1.5.1. will need to list only the specific aircraft carrying the copy.</i></p>								ed	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).
4.1.5.4	<p>4.1.5.4 Recommendation.—<i>The agreement summary should contain the information in Appendix 7 for the specific aircraft and should follow the layout of Appendix 7, paragraph 2.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Not implemented

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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				

4.2.1	4.2 All helicopters on all flights 4.2.1 A helicopter shall be equipped with instruments that will enable the flight crew to control the flight path of the helicopter, carry out any required procedural manoeuvres and observe the operating limitations of the helicopter in the expected operating conditions.	R.(EU) 2018/1139:Annex V pt. 5.R.(EU) 965/2012:CAT.IDE.H.125; CAT.IDE.H.130;CAT.IDE.H.145.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.2.2	4.2.2 A helicopter shall be equipped with: a) accessible and adequate medical supplies; Recommendation. — <i>Medical supplies should comprise:</i> 1) a first-aid kit; and 2) for helicopters required to carry cabin crew as part of the operating crew, a universal precaution kit, for the use of cabin crew in managing incidents of ill health associated with a case of suspected communicable disease, or in the case of illness involving contact with body fluids. <i>Note.</i> — <i>Guidance on the contents of first-aid and universal precaution kits is given</i>	R.(EU) 965/2012:On a): CAT.IDE.H.220;On b): CAT.IDE.H.250;On c): CAT.IDE.H.205;On d): CAT.OP.MPA.170, CAT.IDE.H.275.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented	Point (e) not implemented. Spare electrical fuses are not required. Fuses requirement not implemented because changing a fuse in flight with a

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				Level of implementation of SARPs	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<p><i>in Attachment A.</i></p> <p>b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the helicopter. At least one shall be located in:</p> <ol style="list-style-type: none"> 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. <p><i>Note 1.— Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the helicopter may count as one prescribed.</i></p> <p><i>Note 2.— Refer to 4.2.2.1 for fire extinguishing agents.</i></p> <p>c) 1) a seat or berth for each person over an age to be determined by the State of the Operator;</p> <ol style="list-style-type: none"> 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. 								helicopter is not practical. Flying a helicopter requires both hands and both feet at the controls. Fuses are not accessible for replacement in flight.
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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<p style="text-align: center;">Recommendation.—</p> <p><i>When dual controls are fitted, the safety harness for each pilot seat should incorporate a restraining device to prevent the upper body of an incapacitated occupant from interfering with the flight controls.</i></p> <p style="text-align: center;"><i>Note 1.— Depending on the design, the lock on an inertia reel device may suffice for this purpose.</i></p> <p style="text-align: center;"><i>Note 2.— Safety harness includes shoulder straps and a seat belt which may be used independently.</i></p> <p>d) means of ensuring that the following information and instructions are conveyed to passengers:</p> <ol style="list-style-type: none"> 1) when seat belts or harnesses are to be fastened; 2) when and how oxygen equipment is to be used if the carriage of oxygen is required; 3) restrictions on smoking; 4) location and use of life jackets or equivalent individual flotation devices where their carriage is required; and 5) location and method of 								
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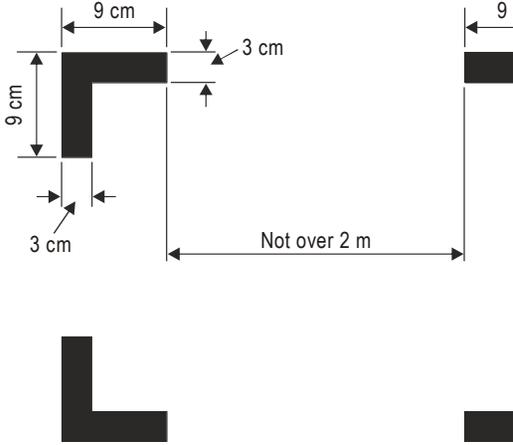
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			No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	opening emergency exits; and e) if fuses are used, spare electrical fuses of appropriate ratings for replacement of those accessible in flight.								
4.2.2.1	<p>4.2.2.1 Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste, in a helicopter for which the individual certificate of airworthiness is first issued on or after 31 December 2011, and any extinguishing agent used in a portable fire extinguisher in a helicopter, for which the individual certificate of airworthiness is first issued on or after 31 December 2018, shall:</p> <p>a) meet the applicable minimum performance requirements of the State of Registry; and</p> <p>b) not be of a type listed in the 1987 <i>Montreal Protocol on Substances that Deplete the Ozone Layer</i> as it appears in the Eighth Edition of the <i>Handbook for the Montreal Protocol on Substances that Deplete the Ozone Layer</i>, Annex A, Group II.</p> <p><i>Note.— Information concerning extinguishing agents is contained in the UNEP Halons Technical Options Committee Technical Note No. 1 – New Technology Halon Alternatives and FAA Report No. DOT/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.</i></p>	R.(EU) 965/2012:OR O.AOC.100 pt. (c)(1).R.(EU) 2015/640:26.400;CS 26.400.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented: Only for Large Helicopters: Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable)

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4.2.3	<p>4.2.3 A helicopter shall carry:</p> <p>a) the operations manual prescribed in 2.2.2, or those parts of it that pertain to flight operations;</p> <p>b) the helicopter flight manual for the helicopter, or other documents containing performance data required for the application of Chapter 3 and any other information necessary for the operation of the helicopter within the terms of its certificate of airworthiness, unless these data are available in the operations manual; and</p> <p>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.</p>	R.(EU) 965/2012:CA T.GEN.MPA.180	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.2.4.1	<p>4.2.4 Marking of break-in points</p> <p>4.2.4.1 If areas of the fuselage suitable for break-in by rescue crews in an emergency are marked on a helicopter, such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow and, if necessary, they shall be outlined in white to contrast with the background.</p>	R.(EU) 965/2012:CA T.IDE.H.260; AMC1 CAT.IDE.H.260	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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4.2.4.2	<p>4.2.4.2 If the corner markings are more than 2 m apart, intermediate lines 9 cm × 3 cm shall be inserted so that there is no more than 2 m between adjacent markings.</p> <p><i>Note.— This Standard does not require any helicopter to have break-in areas.</i></p> <p>MARKING OF BREAK-IN POINTS (see 4.2.4)</p> 	R.(EU) 965/2012:CAT.IDE.H.260; AMC1 CAT.IDE.H.260	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
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			Yes							
			No	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				

4.3	<p>4.3 Flight recorders</p> <p><i>Note 1.— Crash-protected flight recorders comprise one or more of the following:</i></p> <ul style="list-style-type: none"> — a flight data recorder (FDR), — a cockpit voice recorder (CVR), — an airborne image recorder (AIR), — a data link recorder (DLR). <p><i>As per Appendix 4, image and data link information may be recorded on either the CVR or the FDR.</i></p> <p><i>Note 2.— Combination recorders (FDR/CVR) may be used to meet the flight recorder equipage requirements in this Annex.</i></p> <p><i>Note 3.— Detailed requirements on flight recorders are contained in Appendix 4.</i></p> <p><i>Note 4.— Lightweight flight recorders comprise one or more of the following:</i></p> <ul style="list-style-type: none"> — an aircraft data recording system (ADRS), — a cockpit audio recording system (CARS), 		<input type="checkbox"/>							
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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
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	<p>— <i>an airborne image recording system (AIRS),</i></p> <p>— <i>a data link recording system (DLRS)</i></p> <p><i>As per Appendix 4, image and data link information may be recorded on either the CARS or the ADRS.</i></p> <p><i>Note 5.— For helicopters for which the application for type certification is submitted to a Contracting State before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specification (MOPS), or earlier equivalent documents.</i></p> <p><i>Note 6.— For helicopters for which the application for type certification is submitted to a Contracting State on or after 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specification (MOPS), or equivalent documents.</i></p> <p><i>Note 7.— Specifications applicable to lightweight flight recorders may be found in EUROCAE ED-155, Minimum Operational Performance Specification (MOPS), or equivalent documents.</i></p> <p><i>Note 8.— Chapter 1 contains requirements for States regarding the use of voice, image and/or data recordings and transcripts.</i></p>								
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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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4.3.1.1.1	<p>4.3.1 Flight data recorders and aircraft data recording systems</p> <p><i>Note .— Parameters to be recorded are listed in Table A4-1 of Appendix 4.</i></p> <p>4.3.1.1 <i>Applicability</i></p> <p>4.3.1.1.1 All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2016 shall be equipped with an FDR which shall record at least the first 48 parameters listed in Table A4-1 of Appendix 4.</p>	R.(EU) 965/2012:CAT.IDE.H.190 (1) and (b)(1);AMC1.1 CAT.IDE.H.190;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.3.1.1.2	<p>4.3.1.1.2 All helicopters of a maximum certificated take-off mass of over 7 000 kg, or having a passenger seating configuration of more than nineteen, for which the individual certificate of airworthiness is first issued on or after 1 January 1989 shall be equipped with an FDR which shall record at least the first 30 parameters listed in Table A4-1 of Appendix 4.</p>	R.(EU) 965/2012:CAT.IDE.H.190 (a)(2) and (b)(3);AMC2 CAT.IDE.H.190	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The passenger capacity threshold in CAT.IDE.H.190 (a)(1) is 9	

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exact or Exceeds	B) Different in character or Other means of compliance				

									not 19.	
4.3.1.1.3	4.3.1.1.3 Recommendation. — <i>All helicopters of a maximum certificated take-off mass of over 3 175 kg, up to and including 7 000 kg, for which the individual certificate of airworthiness is first issued on or after 1 January 1989, should be equipped with an FDR which should record at least the first 15 parameters listed in Table A4-1 of Appendix 4.</i>	R.(EU) 965/2012:CAT.IDE.H.190 (a)(1) and (b)(2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Partially implemented. Required for helicopters first issued with an individual CofA on or after 1 August 1999.
4.3.1.1.4	4.3.1.1.4 All turbine-engined helicopters of a maximum certificated take-off mass of over 2 250 kg, up to and including 3 175 kg, for which the application for type certification was submitted to a Contracting State on or after 1 January 2018, shall be equipped with: a) an FDR which shall record at least the first 48 parameters listed in Table A4-1 of Appendix 4; or	R.(EU) 965/2012:CAT.IDE.H.191; AMC1 CAT.IDE.H.191	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. The scope of CAT.IDE.H.191 covers those helicopters with an	

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	<p>b) a Class C AIR or AIRS which shall record at least the flight path and speed parameters displayed to the pilot(s), as defined in Appendix 4, Table A4-3; or</p> <p>c) an ADRS which shall record the first 7 parameters listed in Table A4-3 of Appendix 4.</p> <p><i>Note.— The “application for type certification was submitted to a Contracting State” refers to the date of application of the original “Type Certificate” for the helicopter type, not the date of certification of particular helicopter variants or derivative models.</i></p>								individual CofA first issued on or after 5/09/2022. Appendix 4 pt 1.6 not implemented. If an ADRS is used, there currently is no EU requirement addressing the reliability of its power source.	
4.3.1.1.5	<p>4.3.1.1.5 Recommendation.— All helicopters of a maximum certificated take-off mass of 3 175 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2018 should be equipped with:</p> <p>a) an FDR which should record at least the first 48 parameters listed in Table A4-1 of Appendix 4; or</p>	R.(EU) 965/2012:CAT.IDE.H.191 pt. (a);AMC1 CAT.IDE.H.191	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Partially implemented. The scope of CAT.IDE.H.191 covers only those

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			Yes							
			No	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				

	<p>b) a Class C AIR or AIRS which should record at least the flight path and speed parameters displayed to the pilot(s), as defined in Appendix 4, Table A4-3; or</p> <p>c) an ADRS which should record the first 7 parameters listed in Table A4-3 of Appendix 4.</p> <p>Note.— AIR or AIRS classification is defined in 4.1 of Appendix 4.</p>								helicopters having a MTOM of 2250 kg or more and have an individual CofA first issued on or after 5/09/2022.	
4.3.1.1.6	4.3.1.1.6 All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the application for type certificate is submitted to a Contracting State on or after 1 January 2023 shall be equipped with an FDR capable of recording at least the first 53 parameters listed in Table A4-1 of Appendix 4.	R.(EU) 965/2012:CAT.IDE.H.190 pt. (a)(1) and (b)(1); AMC1.2 CAT.IDE.H.190	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.3.1.1.7	4.3.1.1.7 Recommendation. — All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is	R.(EU) 965/2012:CAT.IDE.H.190	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	<i>first issued on or after 1 January 2023 should be equipped with an FDR capable of recording at least the first 53 parameters listed in Table A4-1 of Appendix 4.</i>	pt. (a);AMC1.2 CAT.IDE.H.190								
4.3.1.2	4.3.1.2 <i>Recording technology</i> FDRs, ADRS, AIRs or AIRS shall not use engraving metal foil, frequency modulation (FM), photographic film or magnetic tape.	R.(EU) 965/2012:CAT.IDE.H.190 pt. (a)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. The use of magnetic tape for the FDR is not forbidden.	The EU rule requires that the FDR 'uses a digital method of recording and storing data', thus implicitly excluding engraving metal foil and photographic film.

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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4.3.1.3	4.3.1.3 <i>Duration</i> All FDRs shall retain the information recorded during at least the last 10 hours of their operation.	R.(EU) 965/2012:CA T.IDE.H.190 pt. (b);	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. Only in the case of helicopters first issued with an individual CofA on or after 1 Jan 2016 (corresponding to type IVA) is the FDR required to record data for at least the preceding 10 hours.	
4.3.2.1.1	4.3.2 Cockpit voice recorders and cockpit audio recording systems 4.3.2.1 <i>Applicability</i>	R.(EU) 965/2012:CA T.IDE.H.185 pt. (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	4.3.2.1.1 All helicopters of a maximum certificated take-off mass of over 7 000 kg shall be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR.									
4.3.2.1.2	4.3.2.1.2 Recommendation. — <i>All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1987 should be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed should be recorded on the CVR.</i>	R.(EU) 965/2012:CAT.IDE.H.185 pt. (a)(2); CAT.IDE.H.185 pt (d)(3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other means of compliance, CAT.IDE.H.185 point(d)(3) 'the aural environment of the flight crew compartment' includes the frequencies corresponding to the main rotor, from which the main rotor speed can	

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			No	Yes						Significant Difference
				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				

									be computed.	
4.3.2.2	4.3.2.2 <i>Recording technology</i> CVRs and CARS shall not use magnetic tape or wire.	R.(EU) 965/2012:CA T.IDE.H.185 pt. (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.3.2.3	4.3.2.3 <i>Duration</i> All helicopters required to be equipped with a CVR shall be equipped with a CVR which shall retain the information recorded during at least the last two hours of its operation.	R.(EU) 965/2012:CA T.IDE.H.185 pt. (b)(1) & (b)(2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. Fully implemented for helicopters with initial CofA after 1 Jan 2016. Other helicopters are required to be equipped with a CVR capable of retaining the informatio	

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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									n of a duration of only: 1 hour or 0.5 hours.	
4.3.3.1.1	<p>4.3.3 Data link recorders</p> <p>4.3.3.1 <i>Applicability</i></p> <p>4.3.3.1.1 All helicopters 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 4 and are required to carry a CVR, shall record the data link communications messages on a crash-protected flight recorder.</p>	R.(EU) 965/2012:CAT.IDE.H.195; AMC1 CAT.IDE.H.195 pt. (a)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The data link recording capability is required for all helicopters first issued with an individual CofA on or after 8 Apr 2014.	
4.3.3.1.2	4.3.3.1.2 All helicopters 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 4, shall record the data link communications messages on a crash-protected flight recorder unless the installed data link communications	Reg. (UE) 965/2012 CAT.IDE.H.195 (a)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. CAT.IDE.H.195 (a) is only applicable to	EASA will assess the transposition of this new standard

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				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				

	<p>equipment is compliant with a type design or aircraft modification first approved prior to 1 January 2016.</p> <p><i>Note 1.— Refer to Table F-4 in Attachment F for examples of data link communication recording requirements.</i></p> <p><i>Note 2.— A Class B AIR could be a means for recording data link communications applications messages to and from the helicopters where it is not practical or is prohibitively expensive to record those data link communications applications messages on FDR or CVR.</i></p> <p><i>Note 3.— The “aircraft modifications” refer to modifications to install the data link communications equipment on the aircraft (e.g. structural, wiring).</i></p>							helicopters first issued with an individual CofA on or after 8 April 2014. Retrofit of data link recording equipment is not required.	in the European rules in its standing rulemaking task on the regular update of the air operations rules RMT.03 92.
4.3.3.1.3	<p>4.3.3.1.3 Recommendation.— All helicopters 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 4 should record the data link communications messages on a crash-protected flight recorder.</p>	Reg. (UE) 965/2012 CAT.IDE.H.1 95 (a)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. EASA will assess the transposition of this new recomm

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			No	Yes						Significant Difference
				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				

										endation in the European rules in its standing rulemaking task on the regular update of the air operations rules RMT.03 92.
4.3.3.2	4.3.3.2 <i>Duration</i> The minimum recording duration shall be equal to the duration of the CVR.	R.(EU) 965/2012:CA T.IDE.H.195 pt. (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.3.3.3	4.3.3.3 <i>Correlation</i> Data link recording shall be able to be correlated to the recorded cockpit audio.	R.(EU) 965/2012:CA T.IDE.H.195 pt.	<input checked="" type="checkbox"/>	<input type="checkbox"/>		It is required to record				

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				Level of implementation of SARPs						
				A) More Exactin g or Exceed s	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				
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		(a)								'information on the time and priority of data link messages'. This information is sufficient for correlating the data link recording with the CVR recording.
4.3.4.1	4.3.4 Flight recorders — general 4.3.4.1 <i>Construction and installation</i> Flight recorders shall be constructed, located and installed so as to provide maximum practical protection for the	R.(EU) 748/2012:Annex I (Part 21): 21.A.16; 21.A.101; 21.A.605; 21.B.70; 21.B.80.CS	<input checked="" type="checkbox"/>	<input type="checkbox"/>		CAT. IDE.H.100 pot. (a) refers to the 'applicable				

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			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	recordings in order that the recorded information may be preserved, recovered and transcribed. Flight recorders shall meet the prescribed crashworthiness and fire protection specifications.	29.1457, CS 29.1459,CS ETSO C123b, ETSO123c (CVR), 124c (FDR), 177a (DLR).R.(EU) 965/2012: CAT.IDE.H.100 pt.(a).								airworthiness requirements'.F or installation design requirements see the CS-29.For equipment design requirements, refer to applicable CS ETSO.
4.3.4.2.1	4.3.4.2 <i>Operation</i> 4.3.4.2.1 Flight recorders shall not be switched off during flight time.	R.(EU) 965/2012:CA T.GEN.MPA. 105 pt. (a)(10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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4.3.4.2.2	<p>4.3.4.2.2 To preserve flight recorder records, flight recorders shall be deactivated upon completion of flight time following an accident or incident. The flight recorders shall not be reactivated before their disposition as determined in accordance with Annex 13.</p> <p><i>Note 1.— The need for removal of the flight recorder records from the aircraft will be determined by the investigation authority in the State conducting the investigation with due regard to the seriousness of an occurrence and the circumstances, including the impact on the operation.</i></p> <p><i>Note 2.— The operator’s responsibilities regarding the retention of flight recorder records are contained in Section II, Chapter 9, 9.6.</i></p>	R.(EU) 965/2012:CA T.GEN.MPA. 105 pt. (a)(10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.3.4.3	<p>4.3.4.3 <i>Continued serviceability</i></p> <p>Operational checks and evaluations of recordings from the flight recorder systems shall be conducted to ensure the continued serviceability of the recorders.</p> <p><i>Note.— Procedures for the inspections of the flight recorder systems are given in Appendix 4.</i></p>	R.(EU) 965/2012:CA T.GEN.MPA. 195 pt. (b);AMC1 CAT.GEN.M PA.195(b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			No	Yes						Significant Difference
				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				

4.3.4.4	<p>4.3.4.4 <i>Flight recorders electronic documentation</i></p> <p>Recommendation.— <i>The documentation requirement concerning FDR parameters provided by operators to accident investigation authorities should be in electronic format and take account of industry specifications.</i></p> <p><i>Note.</i>— <i>Industry specification for documentation concerning flight recorder parameters may be found in the ARINC 647A, Flight Recorder Electronic Documentation, or equivalent document.</i></p>	CAR.(EU) 965/2012:CA T.GEN.MPA.195 pt. (d)T.GEN.M PA.195 (d) Reg. (EU) 965/2012	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Partially implemented. It is not required that the FDR documentation is in electronic format.
4.4.1	<p>4.4 Instruments and equipment for flights operated under VFR and IFR — by day and night</p> <p><i>Note.</i>— <i>The flight instruments requirements in 4.4.1, 4.4.2 and 4.4.3 may be met by combinations of instruments or by electronic displays.</i></p> <p>4.4.1 All helicopters when operating in accordance with VFR by day shall be equipped with:</p> <p>a) a magnetic compass;</p> <p>b) an accurate timepiece indicating the</p>	R.(EU) 965/2012:CA T.IDE.H.125; CAT.IDE.H.130	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	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.									
4.4.2	4.4.2 All helicopters when operating in accordance with VFR at night shall be equipped with: a) the equipment specified in 4.4.1; b) an attitude indicator (artificial horizon) for each required pilot and one additional attitude indicator; c) a slip indicator; d) a heading indicator (directional gyroscope); e) a rate of climb and descent indicator; f) such additional instruments or equipment as may be prescribed by the appropriate authority;	R.(EU) 965/2012:CAT.IDE.H.130; CAT.IDE.H.115	<input checked="" type="checkbox"/>	<input type="checkbox"/>		CAT.IDE.H.130 covers (a) to (f).CAT.IDE.H.115 covers (g) to (k)				

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<p>and the following lights:</p> <p>g) the lights required by Annex 2 for aircraft in flight or operating on the movement area of a heliport;</p> <p><i>Note.— The general characteristics of lights are specified in Annex 8.</i></p> <p>h) two landing lights;</p> <p>i) illumination for all instruments and equipment that are essential for the safe operation of the helicopter that are used by the flight crew;</p> <p>j) lights in all passenger compartments; and</p> <p>k) a flashlight for each crew member station.</p>									
4.4.2.1	4.4.2.1 Recommendation. — <i>One of the landing lights should be trainable, at least in the vertical plane.</i>	R.(EU) 965/2012:CA T.IDE.H.115 pt. (b)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.4.3	4.4.3 All helicopters when operating in accordance with IFR, or when the helicopter cannot be	R.(EU) 965/2012:CA	<input checked="" type="checkbox"/>	<input type="checkbox"/>		IDE.H.1 30				

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<p>maintained in a desired attitude without reference to one or more flight instruments, shall be equipped with:</p> <p>a) a magnetic compass;</p> <p>b) an accurate timepiece indicating the time in hours, minutes and seconds;</p> <p>c) two sensitive pressure altimeters;</p> <p>d) an airspeed indicating system with means of preventing malfunctioning due to either condensation or icing;</p> <p>e) a slip indicator;</p> <p>f) an attitude indicator (artificial horizon) for each required pilot and one additional attitude indicator;</p> <p>g) a heading indicator (directional gyroscope);</p> <p>h) a means of indicating whether the power supply to the gyroscope instrument is adequate;</p> <p>i) a means of indicating on the flight deck the outside air temperature;</p> <p>j) a rate of climb and descent indicator;</p> <p>k) a stabilization system, unless it has</p>	T.IDE.H.115 pt. (b)(5);CAT.I DE.H.130;CAT.I AT.IDE.H.135							covers (a) to (j).IDE.H.115 covers (m).IDE.H.135 covers (k) and (l).
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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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	<p>been demonstrated to the satisfaction of the certifying authority that the helicopter possesses, by nature of its design, adequate stability without such a system;</p> <p>l) such additional instruments or equipment as may be prescribed by the appropriate authority; and</p> <p>m) if operated at night, the lights specified in 4.4.2 g) to k) and 4.4.2.1.</p>									
4.4.3.1	4.4.3.1 All helicopters when operating in accordance with IFR shall be fitted with an emergency power supply, independent of the main electrical generating system, for the purpose of operating and illuminating, for a minimum period of 30 minutes, an attitude indicating instrument (artificial horizon), clearly visible to the pilot-in-command. The emergency power supply shall be automatically operative after the total failure of the main electrical generating system and clear indication shall be given on the instrument panel that the attitude indicator(s) is being operated by emergency power.	R.(EU) 965/2012:CA T.IDE.H.130	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.4.4	4.4.4 Recommendation. — <i>A helicopter when operating in accordance with IFR and which has a maximum certificated take-off mass in excess of 3 175 kg, or a maximum passenger seating configuration of more than 9, should be equipped with a ground proximity</i>	R.(EU) 965/2012:SP A.HOFO.160 pt. (c)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. Implemented only for	

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			No	Yes						Significant Difference
				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				

	<i>warning system which has a forward-looking terrain avoidance function.</i>								Helicopter Offshore Operations	
4.5.1	<p>4.5 All helicopters on flights over water</p> <p>4.5.1 Means of flotation</p> <p>All helicopters intended to be flown over water shall be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter when:</p> <p>a) engaged in offshore operations, or other overwater operations as prescribed by the State of the Operator; or</p> <p>b) flying over water in a hostile environment at a distance from land corresponding to more than 10 minutes at normal cruise speed when operating in performance Class 1 or 2; or</p> <p><i>Note.— When operating in a hostile environment, a safe ditching requires a helicopter to be designed for landing on water or certificated in accordance with ditching provisions.</i></p>	R.(EU) 965/2012:CAT.IDE.H.320	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
				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				
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	<p>c) flying over water in a non-hostile environment at a distance from land specified by the appropriate authority of the responsible State when operating in performance Class 1; or</p> <p><i>Note.— When considering the distance beyond which flotation equipment is required, the State should take into consideration the certification standard of the helicopter.</i></p> <p>d) flying over water beyond autorotational or safe forced landing distance from land when operating in performance Class 3.</p>								
4.5.2.1	<p>4.5.2 Emergency equipment</p> <p>4.5.2.1 Helicopters operating in performance Class 1 or 2 and operating in accordance with the provisions of 4.5.1 shall be equipped with:</p> <p>a) one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. For offshore operations the life jacket shall be worn constantly unless the occupant is wearing an integrated survival suit that includes the functionality of the life jacket;</p>	R.(EU) 965/2012:CAT.IDE.H.290; CAT.IDE.H.300	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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				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				

	<p>b) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken. When two life rafts are fitted, each shall be able to carry all occupants in the overload state; and</p> <p>c) equipment for making the pyrotechnical distress signals described in Annex 2.</p> <p><i>Note.— The life raft overload state has a design safety margin of 1.5 times the maximum capacity.</i></p>									
4.5.2.2	<p>4.5.2.2 Helicopters operating in performance Class 3 when operating beyond autorotational distance from land but within a distance from land specified by the appropriate authority of the responsible State shall be equipped with one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.</p> <p><i>Note.— When determining the distance from land referred to in 4.5.2.2, consideration should be given to environmental conditions and the availability of search and rescue facilities.</i></p>	R.(EU) 965/2012:CAT.IDE.H.290; CAT.IDE.H.300	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.5.2.2.1	4.5.2.2.1 For offshore operations, when	R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			No	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				
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	operating beyond autorotational distance from land, the life jacket shall be worn unless the occupant is wearing an integrated survival suit that includes the functionality of the life jacket.	965/2012:CA T.IDE.H.290; SPA.HOFO.165								
4.5.2.3	4.5.2.3 Helicopters operating in performance Class 3 when operating beyond the distance specified in 4.5.2.2 shall be equipped as in 4.5.2.1.	R.(EU) 965/2012:CA T.IDE.H.290; CAT.IDE.H.300;SPA.HOFO.165	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Less protective. Life rafts: if distance from land is more than 3 minutes	
4.5.2.4	4.5.2.4 In the case of helicopters operating in performance Class 2 or 3, when taking off or landing at a heliport where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be likelihood of a ditching, at least the equipment required in 4.5.2.1 a) shall be carried.	R.(EU) 965/2012:CA T.IDE.H.290; SPA.HOFO.165	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.5.2.5	4.5.2.5 Each life jacket and equivalent individual flotation device, when carried in accordance with 4.5, shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.	R.(EU) 965/2012:CA T.IDE.H.290	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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4.5.2.6	4.5.2.6 Recommendation. — <i>On any helicopter for which the individual certificate of airworthiness is first issued on or after 1 January 1991, at least 50 per cent of the life rafts carried in accordance with the provisions of 4.5.2 should be deployable by remote control.</i>	R.(EU) 965/2012:CAT.IDE.H.300; AMC1 CAT.IDE.H.300	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The AMC is applicable to all helicopters regardless of the date of issuance of the CoFA.
4.5.2.7	4.5.2.7 Recommendation. — <i>Rafts which are not deployable by remote control and which have a mass of more than 40 kg should be equipped with some means of mechanically assisted deployment.</i>	R.(EU) 965/2012:CAT.IDE.H.300; AMC1 CAT.IDE.H.300	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The AMC ensures that all life rafts of more than 40 kg should have remote control deployment.

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			Yes							
			No	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				

4.5.2.8	4.5.2.8 Recommendation. — <i>On any helicopter for which the individual certificate of airworthiness was first issued before 1 January 1991, the provisions of 4.5.2.6 and 4.5.2.7 should be complied with no later than 31 December 1992.</i>	R.(EU) 965/2012:CAT.IDE.H.300; AMC1 CAT.IDE.H.300	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The AMC is applicable to all helicopters regardless of the date of issuance of the CofA.
4.5.3.1	4.5.3 All helicopters on flights over designated sea areas 4.5.3.1 Helicopters, when operating over sea areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, shall be equipped with life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.	R.(EU) 965/2012:CAT.IDE.H.295; CAT.IDE.H.300;SPA.HOF O.165	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.5.3.2	4.5.3.2 Recommendation. — <i>For offshore operations, a survival suit should be worn by all occupants when the sea temperature is less than 10°C or</i>	R.(EU) 965/2012:CAT.IDE.H.295;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Partially implemented

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			No	Yes						Significant Difference
				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				

	<p><i>when the estimated rescue time exceeds the calculated survival time. When the elevation and strength of the sun results in a high temperature hazard on the flight deck, consideration should be given to alleviating the flight crew from this recommendation.</i></p> <p><i>Note.— When establishing rescue time, the sea state and the ambient light conditions should be taken into consideration.</i></p>	SPA.HOFO.10							Considerations on sun not included RMT.0392 Regular update of the Air Ops rules may however introduce such alleviations.
4.6	<p>4.6 All helicopters on flights over designated land areas</p> <p>Helicopters, when operated over 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.</p>	R.(EU) 965/2012:CAT.IDE.H.305	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

4.7.1	4.7 Emergency locator transmitter (ELT) 4.7.1 From 1 July 2008, all helicopters operating in performance Class 1 and 2 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.5.1 a), with at least one automatic ELT and one ELT(S) in a raft or life jacket.	R.(EU) 965/2012:CAT.IDE.H.280; CAT.IDE.H.300	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.7.2	4.7.2 From 1 July 2008, all helicopters operating in performance Class 3 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.5.1 b), with at least one automatic ELT and one ELT(S) in a raft or life jacket.	R.(EU) 965/2012:CAT.IDE.H.280; CAT.IDE.H.300	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.7.3	4.7.3 ELT equipment carried to satisfy the requirements of 4.7.1 and 4.7.2 shall operate in accordance with the relevant provisions of Annex 10, Volume III. <i>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.</i>	R.(EU) 965/2012:CAT.IDE.H.280; CAT.IDE.H.300;CAT.IDE.H.100;AMC2 CAT.IDE.H.280	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exact or Exceeds	B) Different in character or Other means of compliance				
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	<i>Placement of transmitter units is a vital factor in ensuring optimal crash and fire protection. The placement of the control and switching devices (activation monitors) of automatic fixed ELTs and their associated operational procedures will also take into consideration the need for rapid detection of inadvertent activation and convenient manual switching by crew members.</i>																				
4.8.1	<p>4.8 All helicopters on high altitude flights</p> <p><i>Note.— Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows:</i></p> <table border="0"> <thead> <tr> <th>Absolute pressure</th> <th>Metres</th> <th>Feet</th> </tr> </thead> <tbody> <tr> <td>700 hPa</td> <td>3 000</td> <td>10 000</td> </tr> <tr> <td>620 hPa</td> <td>4 000</td> <td>13 000</td> </tr> <tr> <td>376 hPa</td> <td>7 600</td> <td>25 000</td> </tr> </tbody> </table> <p>4.8.1 A helicopter intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus</p>	Absolute pressure	Metres	Feet	700 hPa	3 000	10 000	620 hPa	4 000	13 000	376 hPa	7 600	25 000	R.(EU) 965/2012:CA T.IDE.H.240	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
Absolute pressure	Metres	Feet																			
700 hPa	3 000	10 000																			
620 hPa	4 000	13 000																			
376 hPa	7 600	25 000																			

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes							
			No	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				
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	capable of storing and dispensing the oxygen supplies required in 2.3.8.1.									
4.8.2	4.8.2 A helicopter intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa, but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments, shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 2.3.8.2.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. There are no pressurised helicopters in the EU.	
4.8.3	4.8.3 A helicopter intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa, cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, and for which the individual certificate of airworthiness was issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of 2.3.8.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. There are no pressurised helicopters in the EU.	
4.8.4	4.8.4 Recommendation. — <i>A helicopter</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Not

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes							
			No	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				
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	<i>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 was issued before 9 November 1998, should be provided with automatically deployable oxygen equipment to satisfy the requirements of 2.3.8.2. The total number of oxygen dispensing units should exceed the number of passenger and cabin crew seats by at least 10 per cent.</i>									implemented. There are no pressurised helicopters in the EU.
4.9	4.9 All helicopters in icing conditions All helicopters shall be equipped with suitable anti-icing and/or de-icing devices when operated in circumstances in which icing conditions are reported to exist or are expected to be encountered.	R.(EU) 965/2012:CA T.OP.MPA.255	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.10.1	4.10 Helicopters when carrying passengers — significant-weather detection Recommendation. — <i>Helicopters when</i>	R.(EU) 965/2012:CA T.IDE.H.160	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Partially implemented. Only for helicopter

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				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				

	<i>carrying passengers should be equipped with operative weather radar or other significant-weather detection equipment whenever such helicopters are being operated in areas where thunderstorms or other potentially hazardous weather conditions, regarded as detectable, may be expected to exist along the route either at night or under instrument meteorological conditions.</i>								ers with pax seating capability of more than 9
4.11	<p>4.11 All helicopters required to comply with the noise certification Standards in Annex 16, Volume I</p> <p>All helicopters required to comply with the noise certification Standards of Annex 16, Volume I shall carry a document attesting noise certification. When the document, or a suitable statement attesting noise certification as contained in another document approved by the State of Registry, is issued in a language other than English, it shall include an English translation.</p> <p><i>Note 1.— The attestation may be contained in any document, carried on board, approved by the State of Registry in accordance with the relevant provisions of Annex 16, Volume I.</i></p> <p><i>Note 2.— The various noise certification Standards of Annex 16, Volume I that are applicable to helicopters are determined according to the date of application for a type certificate, or the date of acceptance of an application under an equivalent</i></p>	R.(EU) 965/2012:CA T.GEN.MPA. 180	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<i>prescribed procedure by the certifying authority. Some helicopters are not required to comply with any noise certification Standard. For details see Annex 16, Volume I, Part II, Chapters 8 and 11.</i>									
4.12.1	<p>4.12 Helicopters carrying passengers — cabin crew seats</p> <p>4.12.1 All helicopters shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the helicopter) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 10.1 in respect of emergency evacuation.</p> <p><i>Note 1.— In accordance with the provisions of 4.2.2 c) 1), a seat and seat belt shall be provided for the use of each additional cabin crew member.</i></p> <p><i>Note 2.— Safety harness includes shoulder straps and a seat belt which may be used independently.</i></p>	R.(EU) 965/2012:CAT.IDE.H.205; AMC3 CAT.IDE.H.205	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.12.2	4.12.2 Cabin crew seats shall be located near floor level and other emergency exits as required by the State of Registry for emergency evacuation.	R.(EU) 965/2012:AMC3 CAT.IDE.H.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice	No								

		05								
4.13	<p>4.13 Helicopters required to be equipped with a pressure-altitude reporting transponder</p> <p>Except as may be otherwise authorized by the appropriate authority, all helicopters shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the provisions of Annex 10, Volume IV.</p> <p><i>Note.— This provision is intended to support the effectiveness of ACAS as well as to improve the effectiveness of air traffic services. The intent is also for aircraft not equipped with pressure-altitude reporting transponders to be operated so as not to share airspace used by aircraft equipped with airborne collision avoidance systems.</i></p>	R.(EU) 965/2012:CAT.IDE.H.350; AMC1 CAT.IDE.H.350	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.14	<p>4.14 Microphones</p> <p>All flight crew members required to be on flight deck duty shall communicate through boom or throat microphones.</p>	R.(EU) 965/2012:CAT.IDE.H.325; CAT.OP.MP A.216	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice	No								

4.15.1	<p>4.15 Vibration health monitoring system</p> <p>Recommendation.— <i>A helicopter which has a maximum certificated take-off mass in excess of 3 175 kg or a maximum passenger seating configuration of more than 9 should be equipped with a vibration health monitoring system.</i></p>	R.(EU) 965/2012:SP A.HOFO.155	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Partially implemented. Only required offshore in hostile seas. Not required onshore.
4.16	<p>4.16 Helicopters equipped with automatic landing systems, a head-up display (HUD) or equivalent displays, enhanced vision systems (EVS), synthetic vision systems (SVS) and/or combined vision systems (CVS)</p> <p>Notwithstanding Chapter 2, 2.2.8.1.2 to 2.2.8.1.3, where helicopters are equipped with automatic landing systems, HUD or equivalent displays, EVS, SVS or CVS, or any combination of those systems into a hybrid system, criteria for the use of such systems for the safe operation of a helicopter shall be approved by the State of the Operator.</p>	R.(EU) 965/2012:SP A.LVO.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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				Level of implementation of SARPs						
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	<p><i>Note 1.— 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).</i></p> <p><i>Note 2.— Automatic landing system — helicopter is an automatic approach using airborne systems which provide automatic control of the flight path, to a point aligned with the landing surface, from which the pilot can transition to a safe landing by means of natural vision without the use of automatic control.</i></p>									
4.17	<p>4.17 Electronic flight bags (EFBs)</p> <p><i>Note.— Guidance on EFB equipment, functions and specific approval is contained in the Manual on Electronic Flight Bags (EFBs) (Doc 10020).</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
4.17.1	<p>4.17.1 EFB equipment</p> <p>Where portable EFBs are used on board a helicopter, the operator shall ensure that they do not affect the performance of the helicopter systems, equipment or the ability to operate the helicopter.</p>	R.(EU) 965/2012:CA T.GEN.MPA. 141 pt. (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
				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				
Annex Standard or Recommended Practice										

4.17.2.1	<p>4.17.2 EFB functions</p> <p>4.17.2.1 Where EFBs are used on board a helicopter the operator shall:</p> <p>a) assess the safety risk(s) associated with each EFB function;</p> <p>b) establish and document the procedures for the use of, and training requirements for, the device and each EFB function; and</p> <p>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.</p> <p><i>Note.— Guidance on safety risk assessments is contained in the Safety Management Manual (Doc 9859).</i></p>	R.(EU) 965/2012:SP A.EFB.100 pt. (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.17.2.2	4.17.2.2 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 helicopters.	R.(EU) 965/2012:SP A.EFB.100 pt. (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.17.3	4.17.3 EFB specific approval	R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<p>When issuing a specific approval for the operational use of EFBs, the State of the Operator shall ensure that:</p> <ul style="list-style-type: none"> a) the EFB equipment and its associated installation hardware, including interaction with helicopter systems if applicable, meet the appropriate airworthiness certification requirements; b) the operator has assessed the safety risks associated with the operations supported by the EFB function(s); c) the operator has established requirements for redundancy of the information (if appropriate) contained and displayed by the EFB function(s); d) the operator has established and documented procedures for the management of the EFB function(s) including any databases it may use; and e) the operator has established and documented the procedures for the use of, and training requirements for the EFB function(s). <p><i>Note.— Guidance on safety risk assessments is contained in the Safety Management Manual (Doc 9859).</i></p>	965/2012:SP A.EFB.100;							
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Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25 OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS Annex Standard or Recommended Practice	State Reference	Difference				Not Applicable	Details of Difference	Remarks
			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

5.1.1	<p>CHAPTER 5. HELICOPTER COMMUNICATION, NAVIGATION AND SURVEILLANCE EQUIPMENT</p> <p>5.1 Communication equipment</p> <p>5.1.1 A helicopter shall be provided with radio communication equipment capable of:</p> <p>a) conducting two-way communication for heliport control purposes;</p> <p>b) receiving meteorological information at any time during flight; and</p> <p>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.</p> <p><i>Note.— The requirements of 5.1.1 are considered fulfilled if the ability to conduct the</i></p>	R.(EU) 965/2012:CAT.IDE.H.330; CAT.IDE.H.340	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
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Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25 OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS Annex Standard or Recommended Practice	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
			Yes							
			No	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				

	<i>communications specified therein is established during radio propagation conditions which are normal for the route.</i>									
5.1.2	5.1.2 The radio communication equipment required in accordance with 5.1.1 shall provide for communications on the aeronautical emergency frequency 121.5 MHz.	R.(EU) 965/2012:CAT.IDE.H.330	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.1.3	5.1.3 For operations where communication equipment is required to meet an RCP specification for performance-based communication (PBC), a helicopter shall, in addition to the requirements specified in 5.1.1: a) be provided with communication equipment which will enable it to operate in accordance with the prescribed RCP specification(s); b) have information relevant to the helicopter RCP specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and c) have information relevant to the helicopter RCP specification capabilities included in the MEL. <i>Note.— Information on the performance-based</i>	R.(EU) 965/2012:CAT.IDE.H.330; CAT.IDE.H.340; CAT.IDE.H.345	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	PBC is not allowed for operations with helicopters. The references state that the communication equipment shall be the required by the applicable airspace requirements.	Not implemented. PBCS operations only allowed for operations with aeroplanes in the EU.

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<i>communication and surveillance (PBCS) concept and guidance material on its implementation are contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).</i>									
5.1.4	<p>5.1.4 The State of the Operator shall, for operations where an RCP specification for PBC has been prescribed, ensure that the operator has established and documented:</p> <p>a) normal and abnormal procedures, including contingency procedures;</p> <p>b) flight crew qualification and proficiency requirements, in accordance with appropriate RCP specifications;</p> <p>c) a training programme for relevant personnel consistent with the intended operations; and</p> <p>d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate RCP specifications.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. PBCS operations only allowed for operations with aeroplanes in the EU.	Not implemented. PBCS operations only allowed for operations with aeroplanes in the EU.
5.1.5	5.1.5 The State of the Operator shall ensure that, in respect of those helicopters mentioned in 5.1.3, adequate provisions exist for:		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. PBCS operations	

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		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			
Annex Standard or Recommended Practice	No									

	<p>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</p> <p>b) taking immediate corrective action for individual helicopters, helicopter types or operators, identified in such reports as not complying with the RCP specification(s).</p>								only allowed for operations with aeroplanes in the EU.	
5.2.1	<p>5.2 Navigation equipment</p> <p>5.2.1 A helicopter shall be provided with navigation equipment which will enable it to proceed:</p> <p>a) in accordance with its operational flight plan; and</p> <p>b) in accordance with the requirements of air traffic services;</p> <p>except when, if not so precluded by the appropriate authority, navigation for flights under VFR is accomplished by visual reference to landmarks.</p>	R.(EU) 965/2012:CA T.IDE.H.345	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
5.2.2	5.2.2 For operations where a navigation	R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		If a				

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			No	Yes						Significant Difference
				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				

	<p>specification for performance-based navigation (PBN) has been prescribed, a helicopter shall, in addition to the requirements specified in 5.2.1:</p> <p>a) be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s); and</p> <p>b) have information relevant to the helicopter navigation specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and</p> <p>c) have information relevant to the helicopter navigation specification capabilities included in the MEL.</p> <p><i>Note.— Guidance on helicopter documentation is contained in the Performance-based Navigation (PBN) Manual (Doc 9613).</i></p>	965/2012:SPA.PBN.100;CAT.AT.IDE.H.345 pt.(e);CAT.OP.MPA.126;AMC1CAT.OP.MPA.126	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	SPA.PBN approval is required, then the reference is SPA.PBN.100. If such approval is not required: IDE.H.345 covers (a) and (b) CAT.OP.MPA.126 covers (c)
5.2.3	5.2.3 The State of the Operator shall, for operations where a navigation specification for PBN has been prescribed, ensure that the operator has established	R.(EU) 965/2012:CAT.OP.MPA.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice	No								

	<p>and documented:</p> <p>a) normal and abnormal procedures, including contingency procedures;</p> <p>b) flight crew qualification and proficiency requirements, in accordance with the appropriate navigation specifications;</p> <p>c) a training programme for relevant personnel consistent with the intended operations; and</p> <p>d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate navigation specifications.</p> <p><i>Note 1.— Guidance on safety risks and mitigations for PBN operations, in accordance with Annex 19, are contained in the Performance-based Navigation (PBN) Operational Approval Manual (Doc 9997).</i></p> <p><i>Note 2.— Electronic navigation data management is an integral part of normal and abnormal procedures.</i></p>	26;AMC1 CAT.OP.MP A.126								
5.2.4	5.2.4 The State of the Operator shall issue a specific approval for operations based on PBN authorization required (AR) navigation specifications.	R.(EU) 965/2012:SP A.PBN.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<i>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).</i>									
5.2.5	5.2.5 The helicopter shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the helicopter to navigate in accordance with 5.2.1 and, where applicable, 5.2.2.	R.(EU) 965/2012:CA T.IDE.H.345	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
5.2.6	5.2.6 On flights in which it is intended to land in instrument meteorological conditions, a helicopter shall be provided with appropriate navigation equipment providing guidance to a point from which a visual landing can be effected. This equipment shall be capable of providing such guidance at each heliport at which it is intended to land in instrument meteorological conditions and at any designated alternate heliports.	R.(EU) 965/2012:CA T.IDE.H.345	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
5.3.1	5.3 Surveillance equipment 5.3.1 A helicopter shall be provided with	R.(EU) 965/2012:CA T.IDE.H.350	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services.									
5.3.2	<p>5.3.2 For operations where surveillance equipment is required to meet an RSP specification for performance-based surveillance (PBS), a helicopter shall, in addition to the requirements specified in 5.3.1:</p> <p>a) be provided with surveillance equipment which will enable it to operate in accordance with the prescribed RSP specification(s);</p> <p>b) have information relevant to the helicopter RSP specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and</p> <p>c) have information relevant to the helicopter RSP specification capabilities included in the MEL.</p> <p><i>Note 1.— Information on surveillance equipment is contained in the Aeronautical Surveillance Manual (Doc 9924).</i></p> <p><i>Note 2.— Information on RSP specifications for performance-based surveillance is contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. PBCS operations only allowed for operations with aeroplanes in the EU.	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

5.3.3	<p>5.3.3 The State of the Operator shall, for operations where an RSP specification for PBS has been prescribed, ensure that the operator has established and documented:</p> <p>a) normal and abnormal procedures, including contingency procedures;</p> <p>b) flight crew qualification and proficiency requirements, in accordance with appropriate RSP specifications;</p> <p>c) a training programme for relevant personnel consistent with the intended operations; and</p> <p>d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate RSP specifications.</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. PBCS operations only allowed for operations with aeroplanes in the EU.	
5.3.4	<p>5.3.4 The State of the Operator shall ensure that, in respect of those helicopters mentioned in 5.3.2, adequate provisions exist for:</p> <p>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</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. PBCS operations only allowed for operations with aeroplanes	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
				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				
Annex Standard or Recommended Practice										

	b) taking immediate corrective action for individual helicopter, helicopter types or operators, identified in such reports as not complying with the RSP specification(s).								in the EU.	
5.4	5.4 Installation The equipment installation shall be such that the failure of any single unit required for communication, navigation or surveillance purposes, or any combination thereof, will not result in the failure of another unit required for communication, navigation or surveillance purposes.	R.(EU) 965/2012:CA T.IDE.H.100 pt. (a);AMC3 CAT.IDE.H.345	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
5.5.1	5.5 Electronic navigation data management 5.5.1 The operator shall not employ electronic navigation data products that have been processed for application in the air and on the ground, unless the State of the Operator has approved the operator's procedures for ensuring that the process applied and the products delivered have met acceptable standards of integrity and that the products are compatible with the intended function of the existing equipment. The State of the Operator shall ensure that the operator continues to	R.(EU) 965/2012:CA T.IDE.H.355	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			No	Level of implementation of SARPs					
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	monitor both the process and products. <i>Note.— Guidance relating to the processes that data suppliers may follow is contained in RTCA DO200A/EUROCAE ED-76 and RTCA DO-201A/EUROCAE ED-77.</i>									
5.5.2	5.5.2 The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.	R.(EU) 965/2012:CA T.IDE.H.355	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.1.1	CHAPTER 6. HELICOPTER CONTINUING AIRWORTHINESS <i>Note 1.— For the purpose of this chapter “helicopter” includes: engines, power transmissions, rotors, components, accessories, instruments, equipment and apparatus including emergency equipment.</i> <i>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</i>	R.(EU) 1321/2014:M 1.1M.A.201 (a) and (h); 1ML1.1ML. A.201(a); CAMO.A.300 (a) and (b), CAMO.A.200	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<p><i>Registry, it may be necessary to consider any additional requirements of the State of the Operator.</i></p> <p><i>Note 3.— Guidance on continuing airworthiness requirements is contained in the Airworthiness Manual (Doc 9760).</i></p> <p>6.1 Operator's CONTINUING AIRWORTHINESS responsibilities</p> <p>6.1.1 Operators shall ensure that, in accordance with procedures acceptable to the State of Registry:</p> <p>a) each helicopter they operate is maintained in an airworthy condition;</p> <p>b) the operational and emergency equipment necessary for the intended flight is serviceable; and</p> <p>c) the certificate of airworthiness of the helicopter they operate remains valid.</p>									
6.1.2	6.1.2 The operator shall not operate a	R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The EU				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<p>helicopter unless maintenance on the helicopter, including any associated engine, rotor and part, is carried out:</p> <p>a) by an organization complying with Annex 8, Part II, Chapter 6 that is either approved by the State of Registry of the helicopter or is approved by another Contracting State and is accepted by the State of Registry; or</p> <p>b) by a person or organization in accordance with procedures that are authorized by the State of Registry;</p> <p>and there is a maintenance release in relation to the maintenance carried out.</p>	1321/2014:M.A.201 (g);145.A.50 (a) and (b)M.A.612 and M.A.613M.A.801(b)ML.A.201(e)ML.A.801(b)CAMO.A.315(b)6C AO.A.065							system recognises approvals granted by some other contracting states (those contracting States which are also EU member states) but not 'any' ICAO contracting state.
6.1.3	6.1.3 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.	R.(EU) 1321/2014:C AMO.A.305(a)(3)CAO.A.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Part-M requires one nominat				

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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		035(b)R.(EU) 965/2012:OR O.AOC.135 (a)(4)								ed person or a group of persons
6.1.4	6.1.4 The operator shall ensure that the maintenance of its helicopters is performed in accordance with the maintenance programme approved by the State of Registry.	R.(EU) 1321/2014:M.A.201(a)(4); ML.A.201(a)(4);ML.A.301(c)CAO.A.075 (b)4CAMO.A.315(a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		The wording of the provisions of Part M and Part-ML require an approved maintenance programme.
6.2.1	6.2 Operator's maintenance control manual 6.2.1 The operator shall provide, for the use and guidance of maintenance and operational personnel	R.(EU) 1321/2014: CAO.A.025; AMC CAO.A.025;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented.EU requirements do not	EU requirements require operator

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<p>concerned, a maintenance control manual, acceptable to the State of Registry, in accordance with the requirements of 9.2. The design of the manual shall observe Human Factors principles.</p> <p><i>Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).</i></p>	CAMO.A.300 CAMO.A.315(e)							address the human factors principles in Part-M subpart G and Part-CAMO.	s to have a CAMO approval or to have contracted a CAMO. The CAMO must have a CAME which is equivalent to a Maintenance Control Manual.
6.2.2	6.2.2 The operator shall ensure that the maintenance control manual is amended as necessary to keep the information contained therein up to date.	R.(EU) 1321/2014:CAO.A.025CAMO.A.300CAMO.A.315(e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes							
			No	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				
Annex Standard or Recommended Practice										
6.2.3	6.2.3 Copies of all amendments to the operator's maintenance control manual shall be furnished promptly to all organizations or persons to whom the manual has been issued.	R.(EU) 1321/2014: CAO.A.025C AMO.A.300 CAMO.A.315(e)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.	
6.2.4	6.2.4 The operator shall provide the State of the Operator and the State of Registry with a copy of the operator's maintenance control manual, together with all amendments and/or revisions to it and shall incorporate in it such mandatory material as the State of the Operator or the State of Registry may require.	R.(EU) 1321/2014: M. B.104(b)(8)C AO.A.025CA MO.A.300C AMO.A.315(e)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character. The requirement to provide the	

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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									manual to the State of Registry if different from the State of Operator (SoO). It is currently required to be approved by the SoO. Within the EU MS, this requirement is compensated by the mutual recognition.	
6.3.1	6.3 Maintenance programme 6.3.1 The operator shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance programme, approved by the	R.(EU) 1321/2014:M. A.302(b);M. A.401(a);ML. A.301(c);ML. A.302(b);CA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented.Part-M Subpart G, Part-CAMO	

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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	State of Registry, containing the information required by 9.3. The design and application of the operator's maintenance programme shall observe Human Factors principles. <i>Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).</i>	MO.A.315(b);CAO.A.075							and Part-CAO do not observe Human Factors principles in the design of the Maintenance Programme.	
6.3.2	6.3.2 Copies of all amendments to the maintenance programme shall be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.	R.(EU) 1321/2014:M.A.302(g);ML.A.302(b)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented.EU requirements do not explicitly describe that 'Copies of all amendments shall be furnished promptly to all organizations	

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			No	Yes						Significant Difference
				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				

									ns or persons to whom the manual has been issued.	
6.4.1	<p>6.4 continuing airworthiness records</p> <p>6.4.1 The operator shall ensure that the following records are kept for the periods mentioned in 6.4.2:</p> <p>a) the total time in service (hours, calendar time and cycles, as appropriate) of the helicopter and all life-limited components;</p> <p>a) the current status of compliance with all mandatory continuing airworthiness information;</p> <p>c) appropriate details of modifications and repairs to the helicopter and its major components;</p> <p>d) the time in service (hours, calendar time and cycles, as appropriate) since last overhaul of the helicopter or its components subject to a mandatory overhaul life;</p>	R.(EU) 1321/2014:M. A.305(e)ML. A.305CAO.A .090(b)4CAM O.A.220	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	<p>e) the current status of the helicopter's compliance with the maintenance programme; and</p> <p>f) the detailed maintenance records to show that all requirements for a maintenance release have been met.</p>								
6.4.2	6.4.2 The records in 6.4.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service, and the records in 6.4.1 f) for a minimum period of one year after the signing of the maintenance release.	R.(EU) 1321/2014:M.A.305ML.A.305CAO.A.090(b)4CAMO.A.220	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Retaining periods exceed requirements.
6.4.3	6.4.3 In the event of a temporary change of operator, the records shall be made available to the new operator. In the event of any permanent change of operator, the records shall be transferred to the new operator.	R.(EU) 1321/2014:M.A.307(a);AMC M.A.307(a)ML.A.307(a); CAO.A.090(d)(e)CAMO.A.220(d)(e)(f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6.4.4	6.4.4 Records kept and transferred in accordance with 6.4 shall be maintained in a form and format that ensures readability, security and integrity of the records at all times.	R.(EU) 1321/2014:M.A.305(e),(g);AMC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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	<p><i>Note 1.— The form and format of the records may include, for example, paper records, film records, electronic records or any combination thereof.</i></p> <p><i>Note 2.— Guidance regarding electronic aircraft continuing airworthiness records is included in the Airworthiness Manual (Doc 9760).</i></p>	M.A.305(e);								
6.5.1	<p>6.5 Continuing airworthiness information</p> <p>6.5.1 The operator of a helicopter over 3 175 kg maximum mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as prescribed by the State of Registry and report through the system specified in Annex 8, Part II, 4.2.3.1 f) and 4.2.4.</p>	R.(EU) 1321/2014:M.A.202(a)(e); M.A.302(g); ML.A.202(a); CAMO.A.200(a)CAMO.A.202CAMO.A.315(b)CAO.A.100(b)R.(EU) 965/2012:ORO.GEN.160	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.2	<p>6.5.2 The operator of a helicopter over 3 175 kg maximum mass shall obtain and assess continuing airworthiness information and recommendations available from the organization responsible for the type design and</p>	R.(EU) 1321/2014:M.A.301(f)AMC	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			No	Yes						Significant Difference
				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				

	shall implement resulting actions considered necessary in accordance with a procedure acceptable to the State of Registry. <i>Note.— Guidance on interpretation of “the organization responsible for the type design” is contained in the Airworthiness Manual (Doc 9760).</i>	M.A.301(f)M.A.302(d); ML.A.301(d); ML.A.302(c); CAMO.A.315(b)CAMO.A.325CAO.A.075(b)CAO.A.080								
6.6	6.6 Modifications and repairs All modifications and repairs shall comply with airworthiness requirements acceptable to the State of Registry. Procedures shall be established to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.	R.(EU) 1321/2014:M.A.301(g);M.A.304;AMC M.A.305(c)2; M.A.305(c)2); ML.A.301(e); ML.A.304;ML.A.305(d)2; CAO.A.025(a)(10)CAMO.A.315(b)3	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The EU requirement for the type design changes are the same for the State of the Operator and the State of Registry.				
6.7.1	6.7 Maintenance release	R.(EU) 1321/2014:145.A.50(a)(b)(<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	6.7.1 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, 6.8.	d);M.A.612M .A.613(a)M.A.801;M.A.402(a);M.A.802; ML.A.801;ML.L.A.802;ML.A.402(a);CAO.A.065CAO.A.070								
6.7.2	6.7.2 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 the procedures acceptable to the State of Registry.	M.A.801;M.A.402(a);M.A.802;M.A.803;ML.A.801;ML.A.802;ML.A.402(a);ML.A.801(b)2;CAO.A.065CAO.A.070	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. Pilot-owner authorisation does not comply with the requirement that a person shall be appropriately licenced i.a.w. Annex 1.	Maintenance and release to service by a person can be performed by Part-MF or Part-CAO. Part-M subpart F can be applied until 8-7-2021.

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			No	Yes						Significant Difference
				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				

6.7.3	<p>6.7.3 When maintenance is not carried out by an approved maintenance organization, the maintenance release shall include the following:</p> <p>a) basic details of the maintenance carried out including detailed reference of the approved data used;</p> <p>b) the date such maintenance was completed; and</p> <p>c) the identity of the person or persons signing the release.</p>	R.(EU) 1321/2014:14 5.A.50 (a);Appendix II to Part M;M.A.801(f);AMC 145.A.50(b); AMC M.A.801(f)(2)ML.A.801(e);	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.8.1	<p>6.8 Records</p> <p>6.8.1 The operator shall ensure that the following records are kept:</p> <p>a) in respect of the entire helicopter: the total time in service;</p> <p>b) in respect of the major components of the helicopter:</p>	R.(EU) 1321/2014: M.A.305(h). ML.A.305(h); CAO.A.090(b)4; CAMO.A.220	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<p>1) the total time in service;</p> <p>and</p> <p>2) the date of the last overhaul;</p> <p>3) the date of the last inspection;</p> <p>c) in respect of those instruments and equipment, the serviceability and operating life of which are determined by their time in service:</p> <p>1) such records of the time in service as are necessary to determine their serviceability or to compute their operating life; and</p> <p>2) the date of the last inspection.</p>									
6.8.2	6.8.2 These records shall be kept for a period of 90 days after the end of the operating life of the unit to which they refer.	R.(EU) 1321/2014:M.A.305; M.A.306; ML.A.305(h)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Retaining periods exceed requirements	
7.1.1	CHAPTER 7. HELICOPTER FLIGHT CREW	R.(EU) 2018/1139:Annex V pt. 7.1.R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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	<p>7.1 Composition of the flight crew</p> <p>7.1.1 The number and composition of the flight crew shall not be less than that specified in the operations manual. The flight crews shall include flight crew members in addition to the minimum numbers specified in the flight manual or other documents associated with the certificate of airworthiness, when necessitated by considerations related to the type of helicopter used, the type of operation involved and the duration of flight between points where flight crews are changed.</p>	965/2012:OR O.FC.100 AMC3 ORO.MLR.1 00 (a) 4.4.1								
7.1.2	<p>7.1.2 The flight crew shall include at least one member authorized by the State of Registry to operate the type of radio transmitting equipment to be used.</p> <p><i>Note.— Some States have dispensed with the system of issuing radio licences.</i></p>	R.(EU) 1178/2011:F CL.055AMCs to FCL.055App endix 1 to Annex VI (Part-ARA) pt (a)(2)(XII)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character. The State of Operator is the competent authority for NCC operators and NCO operators operating an aircraft registered	Radio telephony certificates appear on flight crew licences or on separate documents.

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			Level of implementation of SARPs						
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									in a third country.	
7.2	<p>7.2 Flight crew member emergency duties</p> <p>The operator shall, for each type of helicopter, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation. Annual training in accomplishing these functions shall be contained in the operator's training programme and shall include instruction in the use of all emergency and life-saving equipment required to be carried, and drills in the emergency evacuation of the helicopter.</p>	R.(EU) 2018/1139:Annex V pt. 1(3).R.(EU) 965/2012:ORO.FC.130 (a), (b);ORO.FC.230; AMC1 ORO.FC.230 (a)&(b);ORO.GEN.110 (e), (f), (h);	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7.2 establishes provisions for each type of helicopter, ORO.FC.130(a) requires it for each type and variant. ORO.GEN.110(h) requires the use of a checklist, ICAO Annex 6 SARP 7.2 does not require it.	
7.3.1	7.3 Flight crew member training programmes	R.(EU) 2018/1139:Annex V pt.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
				Level of implementation of SARPs						
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						

	<p>7.3.1 The operator shall establish and maintain a ground and flight training programme, approved by the State of the Operator, which ensures that all flight crew members are adequately trained to perform their assigned duties. The training programme shall:</p> <p>a) include ground and flight training facilities and properly qualified instructors as determined by the State of the Operator;</p> <p>b) consist of ground and flight training for the type(s) of helicopter on which the flight crew member serves;</p> <p>c) include proper flight crew coordination and training for all types of emergency and abnormal situations or procedures caused by engine, transmission, rotor, airframe or systems malfunctions, fire or other abnormalities;</p> <p>d) include training in knowledge and skills related to the visual and instrument flight procedures for the intended area of operation, human performance and threat and error management, the transport of dangerous goods and, where applicable, procedures specific to the environment in which the helicopter is to be operated;</p> <p>e) ensure that all flight crew members know the functions for which they are responsible and the relation of these functions to the functions of other crew members, particularly in regard to abnormal or</p>	<p>8.1(b).R.(EU) 965/2012:OR O.FC.145(a)(2);AMC3 ORO.MLR.100(a) – OM-D;AMC1 ORO.FC.220; AMC1 ORO.FC.230; ORO.GEN.210 pt. (c);AMC1 ORO.FC.115 &215 pt. (f)(1);AMC1 ORO.FC.230 pt. (3)(ii)(A);OR O.FC.110 pt. (j);ORO.FC.115 pt. (a);ORO.FC.215 pt. (a), (b), (c);ORO.FC.230 pt. (b)(1);ORO.FC.130 pt. (b);CAT.OP.MPA.275;A</p>							
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	<p>emergency procedures;</p> <p>f) include training in knowledge and skills related to the operational use of head-up display and/or enhanced vision systems for those helicopters so equipped; and</p> <p>g) be given on a recurrent basis, as determined by the State of the Operator, and shall include an assessment of competence.</p> <p><i>Note 1.— Paragraph 2.2.5 prohibits the in-flight simulation of emergency or abnormal situations when passengers or cargo are being carried.</i></p> <p><i>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.</i></p> <p><i>Note 3.— The scope of the recurrent training required by 7.2 and 7.3 may be varied and need not be as extensive as the initial training given in a particular type of helicopter.</i></p> <p><i>Note 4.— The use of correspondence courses and written examinations as well as other means may, to the extent deemed feasible by the State of the Operator, be utilized in meeting the requirements for periodic ground training.</i></p> <p><i>Note 5.— For more information on dangerous</i></p>	<p>MC1 SPA.LVO.12 0;ORO.FC.14 5 pt. (c); ORO.FC.320; ORO.FC.325</p>							
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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes							
			No	Level of implementation of SARPs			Significant Difference			
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	<p><i>goods operational requirements, see Chapter 12.</i></p> <p><i>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).</i></p> <p><i>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.</i></p> <p><i>Note 8.— Guidance material to design flight crew training programmes can be found in the Manual of Evidence-based Training (Doc 9995).</i></p> <p><i>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).</i></p>									
7.3.2	7.3.2 The requirement for recurrent flight training in a particular type of helicopter shall be considered fulfilled by:	R.(EU) 965/2012:OR O.FC.230 pt. (f);ORO.FC.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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	<p>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</p> <p>b) the completion within the appropriate period of the proficiency check required by 7.4.3 in that type of helicopter.</p>	45 pt. (c);AMC1 ORO.FC.230 pt. (e)								
7.4.1.1	<p>7.4 Qualifications</p> <p><i>Note.— See the Manual of Procedures for Establishment and Management of a State’s Personnel Licensing System (Doc 9379) for guidance of a general nature on cross-crew qualification, mixed-fleet flying and cross-credit.</i></p> <p>7.4.1 Recent experience — pilot-in-command and co-pilot</p> <p>7.4.1.1 The operator shall not assign a pilot-in-command or a co-pilot to operate at the flight controls of a type or variant of a type of a helicopter during take-off and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding 90 days on the same type of</p>	R.(EU) 1178/2011:F CL.060.R.(EU) 965/2012:ORO.FC.202 pt. (e)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	For single pilot IFR, EU rules also require 5 IFR flights and 3 IFR approaches in the single pilot role under ORO.FC.202.Besides the 90 days, Reg. (EU) 965/2012 extends the mitigation measures.	

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				Level of implementation of SARPs						
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	helicopter or in a flight simulator approved for the purpose.								This is not required in the standard.	
7.4.1.2	7.4.1.2 When a pilot-in-command or a co-pilot is flying several variants of the same type of helicopter or different types of helicopter with similar characteristics in terms of operating procedures, systems and handling, the State shall decide under which conditions the requirements of 7.4.1.1 for each variant or each type of helicopter can be combined.	R.(EU) 965/2012:ORO.FC.140 (a),(b);ORO.FC.240 (a),(b);AMC1.ORO.FC.240 pt.(b).R.(EU) 1178/2011:FC.L.060 pt.(b.4)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
7.4.2.1	7.4.2 Pilot-in-command operational qualification 7.4.2.1 The operator shall not utilize a pilot as pilot-in-command of a helicopter on an operation for which that pilot is not currently qualified until such pilot has complied with 7.4.2.2 and 7.4.2.3.	R.(EU) 965/2012:ORO.GEN.110 pt.(d);ORO.FC.105 pt.(b),(c) &(d)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
7.4.2.2	7.4.2.2 Each such pilot shall demonstrate to the operator an adequate knowledge of:	R.(EU) 965/2012:OR	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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	<p>a) the operation to be flown. This shall include knowledge of:</p> <ol style="list-style-type: none"> 1) the terrain and minimum safe altitudes; 2) the seasonal meteorological conditions; 3) the meteorological, communication and air traffic facilities, services and procedures; 4) the search and rescue procedures; and 5) the navigation facilities and procedures associated with the route or area in which the flight is to take place; and <p>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.</p> <p><i>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</i></p>	O.FC.105 (b)&(c);AMC 1 ORO.FC.105(b)(2);(c): pts. (a), (b) & (c).R.(EU) 2018/1139:Annex V pt. 2							
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Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25 OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS Annex Standard or Recommended Practice	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
			No	Yes						Significant Difference
				Level of implementation of SARPs						
				A) More Exact or Exceeds	B) Different in character or Other means of compliance	C) Less protective or partially implemented or not implemented				

	<i>purpose.</i>									
7.4.2.3	7.4.2.3 A pilot-in-command shall have made a flight, representative of the operation with which the pilot is to be engaged which must include a landing at a representative heliport, as a member of the flight crew and accompanied by a pilot who is qualified for the operation.	R.(EU) 965/2012:OR O.FC.105 (c);SPA.HEM S;SPA.HOFO ;ORO.FC.205 pt. (a)(4), (a)(5);ORO.F C.220 pt. (d)(2);AMC1 ORO.FC.220 pt. (a)(1)(iv)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		This standard is met by line flying under supervision or initial line check or aerodrome competency. The Air OPS regulation requires all three.
7.4.2.4	7.4.2.4 The operator shall maintain a record, sufficient to satisfy the State of the Operator, of the qualification of the pilot and of the manner in which such qualification has been achieved.	R.(EU) 965/2012:OR O.MLR.115 pt. (c), (d)(1), (e);ORO.AO C.140 pt. (c);AMC1 ORO.MLR.1 15;AMC1 ORO.FC.105(<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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		b)(2);(c): pt. (c)								
7.4.2.5	7.4.2.5 The operator shall not continue to utilize a pilot as a pilot-in-command on an operation in an area specified by the operator and approved by the State of the Operator unless, within the preceding 12 months, the pilot has made at least one representative flight as a pilot member of the flight crew, or as a check pilot, or as an observer on the flight deck. In the event that more than 12 months elapse in which a pilot has not made such a representative flight, prior to again serving as a pilot-in-command on that operation, that pilot must requalify in accordance with 7.4.2.2 and 7.4.2.3.	R.(EU) 965/2012:ORO.FC.105 pt. (c);AMC1 ORO.FC.105(c), pt. (a) & (b)SPA.HEM S;SPA.HHO; SPA.HOFO	<input checked="" type="checkbox"/>	<input type="checkbox"/>		This standard is met by the recurrent line checks or aerodrome competency.				
7.4.3.1	7.4.3 Pilot proficiency checks 7.4.3.1 The operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the pilot's competence on each type or variant of a type of helicopter. Where the operation may be conducted under IFR, the operator shall ensure that the pilot's competence to comply with such rules is demonstrated to either a check pilot of the operator or to a representative of the State of the Operator. Such checks shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four	R.(EU) 965/2012:ORO.FC.230;ORO.FC.145 pt. (a) & (c);AMC1 ORO.FC.240 pt. (b);AMC1 ORO.FC.230 pt. (a) & (b);ORO.FC.220 pt. (d)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	consecutive months shall not alone satisfy this requirement. <i>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.</i> <i>Note 2.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625), Volume II — Helicopters.</i>									
7.4.3.2	7.4.3.2 When the operator schedules flight crew on several variants of the same type of helicopter or different types of helicopters with similar characteristics in terms of operating procedures, systems and handling, the State shall decide under which conditions the requirements of 7.4.3.1 for each variant or each type of helicopter can be combined.	R.(EU) 965/2012:OR O.FC.140 pt. (a);AMC1 ORO.FC.240 (b);ORO.FC.240 pt. (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
7.5	7.5 Flight crew equipment A flight crew member assessed as fit to exercise the privileges of a licence, subject to the use of suitable correcting lenses, shall have a spare set of the correcting lenses readily available when exercising those privileges.	R. (EU) 1178/2011:M ED.B.070 (2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

8.1	<p>CHAPTER 8. FLIGHT OPERATIONS OFFICER/FLIGHT DISPATCHER</p> <p>8.1 When the State of the Operator requires that a flight operations officer/flight dispatcher, employed in conjunction with an approved method of control and supervision of flight operations, be licensed, that flight operations officer/flight dispatcher shall be licensed in accordance with the provisions of Annex 1.</p>	Not within the scope of the EU rules	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not implemented. National rules apply.	No requirement for flight operations officer/flight dispatchers to be licensed.
8.2	<p>8.2 In accepting proof of qualifications other than the option of holding of a flight operations officer/flight dispatcher licence, the State of the Operator, in accordance with the approved method of control and supervision of flight operations, shall require that, as a minimum, such persons meet the requirements specified in Annex 1 for the flight operations officer/flight dispatcher licence.</p>	Reg (EU) 965/2012, ORO.GEN.110; AMC1 ORO.GEN.110(c)&(e);	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. AMC1 (c)&(e) covers only those flight dispatchers involved in flight monitoring and flight watch.	This topic will be addressed under RMT.0392

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

8.3	<p>8.3 A flight operations officer/flight dispatcher shall not be assigned to duty unless that person has:</p> <p>a) satisfactorily completed the operator-specific training course that addresses all the specific components of its approved method of control and supervision of flight operations specified in 2.2.1.3;</p> <p><i>Note.— Guidance on the composition of such training syllabi is provided in the Training Manual (Doc 7192), Part D-3 — Flight Operations Officers/Flight Dispatchers.</i></p> <p>b) made, within the preceding 12 months, at least a one-way qualification flight in a helicopter over any area for which that person is authorized to exercise flight supervision. The flight shall include landings at as many heliports as practicable;</p> <p><i>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.</i></p> <p>c) demonstrated to the operator a knowledge of:</p> <p>1) the contents of the operations manual described in Appendix 8;</p>	Reg (EU) 965/2012, ORO.GEN.110; AMC1 ORO.GEN.110(c)&(e);	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. The training programme for FOO and FD is detailed in AMC1. However, the EU 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	This topic will be addressed under RMT.0392
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Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
				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				
Annex Standard or Recommended Practice										

	<p>2) the radio equipment in the helicopters used; and</p> <p>3) the navigation equipment in the helicopters used;</p> <p>d) demonstrated to the operator a knowledge of the following details concerning operations for which the officer is responsible and areas in which that individual is authorized to exercise flight supervision:</p> <p>1) the seasonal meteorological conditions and the sources of meteorological information;</p> <p>2) the effects of meteorological conditions on radio reception in the helicopters used;</p> <p>3) the peculiarities and limitations of each navigation system which is used by the operation; and</p> <p>4) the helicopter loading instructions;</p> <p>e) satisfied the operator as to knowledge and skills related to human performance as they apply to dispatch duties; and</p> <p>f) demonstrated to the operator the ability</p>							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 be addressed with RMT.0392 (see NPA 2023-01).	
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				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				

	to perform the duties specified in 2.6.									
8.4	<p>8.4 Recommendation.— <i>A flight operations officer/flight dispatcher assigned to duty should maintain complete familiarization with all features of the operations which are pertinent to such duties, including knowledge and skills related to human performance.</i></p> <p><i>Note.</i>— <i>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).</i></p>	Reg (EU) 965/2012 ORO.GEN.110 AMC1 ORO.GEN.110 (c) & (e).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Not implemented. This topic will be addressed under RMT.0392
8.5	<p>8.5 Recommendation.— <i>A flight operations officer/flight dispatcher should not be assigned to duty after 12 consecutive months of absence from such duty, unless the provisions of 8.3 are met.</i></p>	Reg. (EU) 965/2012: ORO.GEN.110; AMC1 ORO.GEN.110(c)&(e)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented	This topic will be addressed under RMT.0392
9.1	<p>CHAPTER 9. MANUALS, LOGS AND RECORDS</p> <p><i>Note.</i>— <i>The following additional manuals, logs</i></p>	R.(EU) 2018/1139:Annex V pt. 4.1R. (EU) 1321/2014:M.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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Annex Standard or Recommended Practice									

<p><i>and records are associated with this Annex but are not included in this chapter:</i></p> <p><i>Fuel and oil records — see 2.2.9</i></p> <p><i>Continuing airworthiness records — see 6.4</i></p> <p><i>Flight time, flight duty periods, duty periods and rest periods records — see 2.8.3.3</i></p> <p><i>Flight preparation forms — see 2.3</i></p> <p><i>Operational flight plan — see 2.3.3</i></p> <p><i>Pilot-in-command operational qualification records — see 7.4.2.4.</i></p> <p>9.1 Flight manual</p> <p><i>Note.— The flight manual contains the information specified in Annex 8.</i></p> <p>The flight manual shall be updated by implementing changes made mandatory by the State of Registry.</p>	<p>A.901(k)(2), CAMO.A.320; Reg (EU) 748/2012, 21.A.174(b)(i ii);</p>								
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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

9.2	<p>9.2 Operator's maintenance control manual</p> <p>The operator's maintenance control manual provided in accordance with 6.2, which may be issued in separate parts, shall contain the following information:</p> <p>a) a description of the procedures required by 6.1.1 including, when applicable:</p> <p>1) a description of the administrative arrangements between the operator and the approved maintenance organization; and</p> <p>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;</p> <p>b) names and duties of the person or persons required by 6.1.4;</p> <p>c) a reference to the maintenance programme required by 6.3.1;</p> <p>d) a description of the methods used for the completion and retention of the operator's maintenance records required by 6.4;</p> <p>e) a description of the procedures for</p>	Reg. (EU) 1321/2014: CAMO.A.300; AMC1 CAMO.A.300; AMC1 CAMO.A.300(a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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Annex Standard or Recommended Practice	No								

	<p>monitoring, assessing and reporting maintenance and operational experience required by 6.5.1;</p> <p>f) a description of the procedures for complying with the service information reporting requirements of Annex 8, Part II, 4.2.3.1 f) and 4.2.4;</p> <p>g) a description of procedures for assessing continuing airworthiness information and implementing any resulting actions, as required by 6.5.2;</p> <p>h) a description of the procedures for implementing action resulting from mandatory continuing airworthiness information;</p> <p>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;</p> <p>j) a description of helicopter types and models to which the manual applies;</p> <p>k) a description of procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified;</p> <p>l) a description of the procedures for advising the State of Registry of significant in-service occurrences;</p>								
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	<p>m) a description of procedures to control the leasing of aircraft and related aeronautical products; and</p> <p>n) a description of the maintenance control manual amendment procedures.</p>								
9.3.1	<p>9.3 Maintenance programme</p> <p>9.3.1 A maintenance programme for each helicopter as required by 6.3 shall contain the following information:</p> <p>a) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilization of the helicopter;</p> <p>b) when applicable, a continuing structural integrity programme;</p> <p>c) procedures for changing or deviating from a) and b) above; and</p> <p>d) when applicable, condition monitoring and reliability programme descriptions for helicopter systems, components, power transmissions, rotors and</p>	<p>R.(EU) 1321/2014:- Appendix I to AMC M.A.302 and M.B.301(b): — 1.1.10;— 1.1.6;— 1.1.13;— 1.1.7 and — 4; — 6;- M.A.302(f);- AMC M.A.302(d) pt. (4)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	engines.									
9.3.2	9.3.2 Maintenance tasks and intervals that have been specified as mandatory in approval of the type design shall be identified as such.	R.(EU) 1321/2014:M.A.302Appendix I to AMC M.A.302 and M.B.301(b): Part-1.1.17;ML.A.302Appendix I to AMC ML.A.302 and ML.B.301(b).	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
9.3.3	9.3.3 Recommendation. — <i>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.</i>	R.(EU) 1321/2014:M.A.302 pt.(d);ML.A.302	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
9.4.1	9.4 Journey log book	R.(EU) 965/2012:ORO.MLR.110;	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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Annex Standard or Recommended Practice	No								

<p>9.4.1 Recommendation.— <i>The helicopter journey log book should contain the following items and the corresponding Roman numerals:</i></p> <p><i>I — Helicopter nationality and registration.</i></p> <p><i>II — Date.</i></p> <p><i>III — Names of crew members.</i></p> <p><i>IV — Duty assignments of crew members.</i></p> <p><i>V — Place of departure.</i></p> <p><i>VI — Place of arrival.</i></p> <p><i>VII — Time of departure.</i></p> <p><i>VIII — Time of arrival.</i></p> <p><i>IX — Hours of flight.</i></p> <p><i>X — Nature of flight (private, scheduled or non-scheduled).</i></p> <p><i>XI — Incidents, observations, if any.</i></p> <p><i>XII — Signature of person in charge.</i></p>	<p>AMC1 ORO.MLR.1 10</p>							
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9.4.2	9.4.2 Recommendation. — <i>Entries in the journey log book should be made currently and in ink or indelible pencil.</i>	R.(EU) 965/2012:ORO.MLR.110; AMC1 ORO.MLR.110	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
9.4.3	9.4.3 Recommendation. — <i>Completed journey log books should be retained to provide a continuous record of the last six months' operations.</i>	R.(EU) 965/2012:ORO.MLR.115	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Less protective. 3-month storage period required under Reg. 965/2012
9.5	9.5 Records of emergency and survival equipment carried Operators shall at all times have available for immediate communication to rescue coordination centres, lists containing information on the emergency and survival equipment carried on board any of their helicopters engaged in international air navigation. The information shall include, as applicable, the number, colour and type	R.(EU) 965/2012:CAT.GEN.MPA.145;AMC1 CAT.GEN.MPA.145	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	of life rafts and pyrotechnics, details of emergency medical supplies, water supplies and the type and frequencies of the emergency portable radio equipment.									
9.6	9.6 Flight recorder records The operator shall ensure, to the extent possible, in the event the helicopter becomes involved in an accident or incident, the preservation of all related flight recorder records, and if necessary the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with Annex 13.	R.(EU) 965/2012:CAT.GEN.MPA.195 pt. (a).R.(EU) No 996/2010:Art. 13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Less protective. In the absence of indication from the investigating authority, the operator is not required to preserve the data for more than 60 days after the accident or serious incident.	CAT.G EN.MPA.195 (a) requires preservation of original recorded data after an accident or serious incident or an occurrence identified by the investigating authority.AMC3

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Annex Standard or Recommended Practice										

										ORO.M LR.100 lists the minimum information to be contained by the operations manual. According to AMC3 ORO.M LR.100, Part A, section 11 of the operations manual should contain procedures for the preservation of recording
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10.1	<p>CHAPTER 10. CABIN CREW</p> <p>10.1 Assignment of emergency duties</p> <p>The operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin crew required for each type of helicopter, based on seating capacity or the number of passengers carried, which shall not be less than the minimum number established during certification, in order to effect a safe and expeditious evacuation of the helicopter, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of helicopter.</p>	R.(EU) 2018/1139, Annex V, Chapt. 7R.(EU) 965/2012:ORO.CC.100; AMC1 ORO.CC.100 ;	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
10.2	<p>10.2 Protection of cabin crew during flight</p> <p>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.</p>	R.(EU) 965/2012:CAT.IDE.H.205 pt. (a)(6);AMC2 CAT.IDE.H.205; AMC3	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	<i>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.</i>	CAT.IDE.H.205;CAT.OP.MPA.210 pt.(b);AMC1 CAT.OP.MPA.210(b)								
10.3	<p>10.3 Training</p> <p>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:</p> <p>a) competent to execute those safety duties and functions that the cabin attendant is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation;</p> <p>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;</p> <p>c) when serving on helicopters operated above 3 000 m (10 000 ft), knowledgeable as regards the</p>	Reg. (EU) 2018/1139 :Annex IV, pt. 4.R.(EU) 965/2012: ORO.CC.100 Section 1;ORO.CC.210;ORO.CC.215;ORO.CC.255Reg. (EU) No. 1178/2011 :CC.TRA.215 ;CC.TRA.220 ;CC.TRA.225 ;Appendix I to Part-CC. For DG: ORO.GEN.110 pt. (j);CAT.GEN.MPA.200.SP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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	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 recognis

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
				Level of implementation of SARPs	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
	Annex Standard or Recommended Practice									

	<p>effect of lack of oxygen and, in the case of pressurized helicopters, as regards physiological phenomena accompanying a loss of pressurization;</p> <p>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;</p> <p>e) aware of the types of dangerous goods which may, and may not, be carried in a passenger cabin; and</p> <p>f) knowledgeable about human performance as related to passenger cabin safety duties including flight crew-cabin crew coordination.</p> <p><i>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).</i></p> <p><i>Note 2.— For more information on dangerous goods operational requirements, see Chapter 12.</i></p> <p><i>Note 3.— Guidance material to design training programmes to develop knowledge and skills in human</i></p>	A.DG.105;A MC1 ARO.OPS.200						operations. If operators other than CAT decide to carry a cabin crew member, this person shall also comply with Reg. (EU) No 1178/2011 and Reg. (EU) No 965/2012.	ed and transferrable in all EU Member States and remains 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
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Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25 OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS Annex Standard or Recommended Practice	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
			No	Yes						Significant Difference
				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				

	<i>performance can be found in the Cabin Crew Safety Training Manual (Doc 10002).</i>									on at least one aircraft type. If the holder's CCA becomes invalid, the holder must undergo again the training required by Reg. (EU) No 1178/2011 and by Reg. (EU) No 965/2012.
11.1	CHAPTER 11. SECURITY*	R.(EU) 2018/1139: Annex V pt. 8.4.b.R.(EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Reg. (EU) 2018/1139				

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<p>-----</p> <p>* In the context of this Chapter, the word “security” is used in the sense of prevention of illicit acts against civil aviation.</p> <p>11.1 Helicopter search procedure checklist</p> <p>The operator shall ensure that there is on board a checklist of the procedures to be followed in searching for a bomb in case of suspected sabotage. The checklist shall be supported by guidance on the course of action to be taken should a bomb or suspicious object be found.</p>	965/2012:OR O.GEN.110 pt. (h); AMC1 ORO.GEN.110(a) pt. (h), (i)								requires the operator to develop ‘search procedure checklist’. Security instructions, guidance, procedures under the OPS manual part A ch. 10 Security .
11.2.1	11.2 Training programmes	R.(EU) 2018/1139:Annex V: pt. 8.4.c.R.(EU) 965/2012:OR O.GEN.110;	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			No	Yes						Significant Difference
				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				

	minimize the consequences of acts of unlawful interference.	AMC2 ORO.GEN.110(a); AMC1 ORO.GEN.110(a)AMC1 ORO.FC.220; AMC1 ORO.FC.230; AMC1 ORO.CC.125(c);ORO.CC.140							
11.2.2	11.2.2 The operator shall also establish and maintain a training programme to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on a helicopter so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.	R.(EU) 2018/1139:Annex V: pt. 8.4.c.R.(EC) 300/2008:Annex 1, Point 10. R.(EU) 965/2012: ORO.GEN.110 pt (e);AMC1 ORO.GEN.110(a); AMC2 ORO.GEN.110(a) AMC1 ORO.FC.220; AMC1 ORO.FC.230;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Reg. (EC) No 300/2008 is implemented at national level by each MS in its National Security Programme.				

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				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				

		AMC1 ORO.CC.125 (c);ORO.CC.140;ORO.CC.125								
11.3	11.3 Reporting acts of unlawful interference Following an act of unlawful interference, the pilot-in-command shall submit, without delay, a report of such an act to the designated local authority.	R.(EU) 2018/1139:Annex V: pt. 7.3R.(EU) 376/2014: Part A Chapter 11(e) Art. 4	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
12.1	CHAPTER 12. DANGEROUS GOODS 12.1 GENERAL APPLICABILITY <i>Note 1.— Annex 18 — The Safe Transport of Dangerous Goods by Air include broad provisions for the international transport of dangerous goods by air which are amplified in the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284, Technical Instructions). Annex 18, Chapter 2 includes provisions making dangerous goods under certain</i>	Reg (EU) 965/12 CAT.GEN.M PA.200, SPO.GEN.150	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	<p><i>conditions not subject to Annex 18. These are amplified in Parts 1;1 and 1;2 of the Technical Instructions.</i></p> <p><i>Note 2. — Due to the differences in the type of operations carried out by helicopters, compared to those of aeroplanes, some additional considerations need to be made when dangerous goods are carried by helicopter, as described in the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284, Technical Instructions), Part 7;7.</i></p>								
12.2	<p>12.2 STATE RESPONSIBILITIES</p> <p><i>Note 1.— Annex 18, Chapter 2, contains requirements for each State to take the necessary measures to achieve compliance with the detailed provisions contained in the Technical Instructions.</i></p> <p><i>Note 2.— Operator responsibilities for the transport of dangerous goods are contained in Chapters 8, 9 and 10 of Annex 18. Part 7 of the Technical Instructions contains the operator’s responsibilities and requirements for incident and accident reporting.</i></p> <p><i>Note 3.— 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.</i></p>	Reg (EU) 965/2012 ARO.GEN.005 CAT.GEN.M PA.200	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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				Level of implementation of SARPs						
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	<p><i>Note 4.— The requirements pertaining to crew members or passengers carrying dangerous goods on aircraft are set forth in Part 8;1, of the Technical Instructions.</i></p> <p><i>Note 5.— Operator material (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 of the Technical Instructions (e.g. aircraft parts such as chemical oxygen generators, fuel control units, fire extinguishers, oils, lubricants and cleaning products).</i></p>								
12.3	<p>12.3 OPERATORS WITH NO SPECIFIC APPROVAL FOR THE TRANSPORT OF DANGEROUS GOODS AS CARGO</p> <p>The State of the Operator shall ensure that operators with no specific approval to transport dangerous goods have:</p> <p>a) established a dangerous goods training programme that meets the requirements of Annex 18, the applicable requirements of the Technical Instructions, Part 1;4 and the requirements of the State’s regulations, as appropriate. Details of the dangerous goods training programme shall be included in the</p>	Reg (EU) 965/12 CAT.GEN.M PA.200 (d), (for training programme) (c) for undeclared DG (e) for reporting ORO.GEN.110 (j) and (k) for the training programs.	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	<p>operators' operations manuals; and</p> <p>b) established dangerous goods policies and procedures in their operations manuals to meet, at a minimum, the requirements of Annex 18, the Technical Instructions and the State's regulations to allow operator personnel to:</p> <p>1) identify and reject undeclared dangerous goods, including COMAT classified as dangerous goods; and</p> <p>2) report to the appropriate authorities of the State of the Operator, and the State in which it occurred, any:</p> <p>i) occasions when undeclared dangerous goods are discovered in cargo or mail; and</p> <p>ii) dangerous goods accidents and incidents.</p>	AMC2 ORO.MLR.100 (r) the content of the OM includes DG.							
12.4.1	12.4 OPERATORS WITH A SPECIFIC APPROVAL FOR THE TRANSPORT OF DANGEROUS GOODS AS CARGO	Reg (EU) 965/12 CAT.GEN.M PA.200 (a), (b), (c), (d), (e), (g)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
				Level of implementation of SARPs	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice										

	<p style="text-align: center;">12.4.1 Overview</p> <p>The State of the Operator shall issue a specific approval for the transport of dangerous goods and ensure that the operator:</p> <ul style="list-style-type: none"> a) establishes a dangerous goods training programme that meets the requirements in the Technical Instructions, Part 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: <ul style="list-style-type: none"> 1) identify and reject undeclared or misdeclared dangerous goods in cargo or mail, 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: 	SPA.DG.100 and SPA.DG.105 (with its associated AMC)							
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Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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	<ul style="list-style-type: none"> i) occasions when undeclared or misdeclared dangerous goods are discovered in cargo or mail; and ii) dangerous goods accidents and incidents; 3) report to the appropriate authorities of the State of the Operator any occasions when dangerous goods are discovered to have been carried: <ul style="list-style-type: none"> i) when not loaded, segregated, separated or secured in accordance with the Technical Instructions, Part 7;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; <ul style="list-style-type: none"> i) for helicopter operations, with the approval of the State of the Operator, 								
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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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Annex Standard or Recommended Practice									

	the information provided to the pilot-in-command may be abbreviated or briefed by other means (e.g. radio communication, as part of the working flight documentation such as a journey log or operational flight plan) where circumstances make it impractical to produce written or printed information or a dedicated form (see the <i>Supplement to the Technical Instructions for the Safe Transport of Dangerous Goods by Air</i> (Doc 9284SU), Part S-7;4.8).									
12.4.2	12.4.2 Loading and securing of dangerous goods Packages or overpacks of dangerous goods bearing the “cargo aircraft only” label shall be loaded on a helicopter performing cargo only operations in accordance with Part 7;2.4.1 of the Technical Instructions.	Reg (EU) 965/12 ORO.MLR.100 (a), AMC 3 ORO.MLR.100 9.1 (b) and (f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
12.4.3	12.4.3 Dispensing or expending of dangerous goods from helicopters <i>Note.— These provisions refer to operations where dangerous goods are carried on helicopters with the intent to dispense the items in flight (e.g. for the purpose of avalanche control).</i>	Reg (EU) 965/12 article 2 of cover regulation, definition (7) ‘specialised operation’	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

12.4.3.1	12.4.3.1 Each operator shall prepare and keep current a manual containing operational guidelines and handling procedures for the use and guidance of flight, maintenance and ground personnel concerned in the dispensing or expending of dangerous goods.		<input type="checkbox"/>	<input checked="" type="checkbox"/>		In the EU regulatory framework, 'dispensing DG during flight' can only take place during specialised operations (or SPO or aerial work), to which annex 6 part III doesn't apply. Therefore, 12.4.3.1.				
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Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

										never applies
12.4.3.2	12.4.3.2 No person, other than a required flight crew member, or person necessary for handling or dispensing the dangerous goods, shall be carried on the aircraft.		<input checked="" type="checkbox"/>	<input type="checkbox"/>		In the EU regulatory framework, 'dispensing DG during flight' can only take place during specialised operations (or SPO or aerial work), to which annex 6 part III doesn't apply. Therefore,				

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

									12.4.3.2. never applies
12.4.3.3	12.4.3.3 The operator of the aircraft shall have prior permission for the dispensing or expending of dangerous goods from the owners of any airport to be used.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	In the EU regulatory framework, 'dispensing DG during flight' can only take place during specialised operations (or SPO or aerial work), to which annex 6 part III doesn't apply. Therefore				

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25 OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS Annex Standard or Recommended Practice	State Reference	Difference				Not Applicable	Details of Difference	Remarks
			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exact or Exceeds	B) Different in character or Other means of compliance				

									e, 12.4.3.3. never applies
12.5	<p>12.5 PROVISION OF INFORMATION</p> <p>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.</p>	Reg (EU) 965/12 ORO.MLR.100 (a), AMC 3 ORO.MLR.100 9.1, ORO.GEN.205 (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
12.6.1	<p>12.6 DOMESTIC COMMERCIAL AIR TRANSPORT OPERATIONS</p> <p>Recommendation.— <i>The International Standards and Recommended Practices set forth in this chapter should be applied by all Contracting States, including in the case of domestic commercial air transport operations.</i></p> <p><i>Note.</i>— <i>Annex 18 contains a similar provision in this regard.</i></p>	Reg (EU) 965/12 CAT.GEN.MPA.200, SPO.GEN.150	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Reg (EU) 965/12 applies to both to international and domestic commercial air operations				

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

1.1.1	ANNEX 6 — PART III SECTION III INTERNATIONAL GENERAL AVIATION CHAPTER 1. GENERAL <i>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</i>	R.(EU) 965/2012:NC C.GEN.110; NCO.GEN.110	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character. The State of the Operator is the competent authority for NCC operators and for NCO operators operating an aircraft registered in a Third Country
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Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25 OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS Annex Standard or Recommended Practice	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
			No	Yes						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				

	<p><i>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.</i></p> <p><i>Note 2.— In the case of international operations effected jointly with helicopters, not all of which are registered in the same Contracting State, nothing in this Part of the Annex prevents the States concerned from entering into an agreement for the joint exercise of the functions placed upon the State of Registry by the provisions of the relevant Annexes.</i></p> <p>1.1 Compliance with laws, regulations and procedures</p> <p>1.1.1 The pilot-in-command shall comply with</p>								
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			No	Yes						Significant Difference
				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				

	<p>the relevant laws, regulations and procedures of the States in which the helicopter is operated.</p> <p><i>Note 1.— Compliance with more restrictive measures, not in contravention of the provisions of 1.1.1, may be required by the State of Registry.</i></p> <p><i>Note 2.— Rules covering flight over the high seas are contained in Annex 2.</i></p> <p><i>Note 3.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle Clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.</i></p>									
1.1.2	1.1.2 The pilot-in-command shall be responsible for the operation and safety of the helicopter and for the safety of all crew members, passengers and cargo on board, from the moment the engine(s) are started until the helicopter finally comes to rest at the end of the flight, with the engine(s) shut down and the rotor blades stopped.	R.(EU) 965/2012:NC C.GEN.106 pt. (a)(1);NCO.G EN.105 pt. (a)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.3	1.1.3 If an emergency situation which	R.(EU)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different	

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25 OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS Annex Standard or Recommended Practice	State Reference	Difference				Not Applicable	Details of Difference	Remarks
			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	endangers the safety of the helicopter or persons necessitates the taking of action which involves a violation of local regulations or procedures, the pilot-in-command shall notify the appropriate local authority without delay. If required by the State in which the incident occurs, the pilot-in-command shall submit a report on any such violation to the appropriate authority of such State; in that event, the pilot-in-command shall also submit a copy of it to the State of Registry. Such reports shall be submitted as soon as possible and normally within ten days.	2018/1139:Annex V pt. 7.3.R.(EU) 965/2012:ORO.GEN.160N CC.GEN.106 pt. (e);AMC1 NCC.GEN.106(e);NCO.GEN.105 pt. (ge);AMC1 NCO.GEN.105(e)							in character. The State of Operator is the competent authority for NCC operators and for NCO operators operating an aircraft registered in a third country.	
1.1.4	1.1.4 The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the helicopter, resulting in serious injury or death of any person or substantial damage to the helicopter or property. <i>Note.— A definition of the term “serious injury” is contained in Annex 13.</i>	R.(EU) 965/2012:NC C.GEN.106 pt. (g);NCO.GEN.105 pt. (h).R.(EU) 996/2010:Art. 9	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
1.1.5	1.1.5 Recommendation. — <i>The pilot-in-</i>	R.(EU)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially	

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<i>command should have available on board the helicopter essential information concerning the search and rescue services in the areas over which it is intended the helicopter will be flown.</i>	965/2012:NC C.GEN.140							implemented. Fully implemented for NCC but not implemented for NCO	
1.2.1	<p>1.2 DANGEROUS GOODS</p> <p>1.2.1 General applicability</p> <p><i>Note 1.— Provisions for carriage of dangerous goods are contained in Annex 18.</i></p> <p><i>Note 2.— Due to the differences in the type of operations carried out by helicopters, compared with aeroplanes, some additional considerations need to be made when dangerous goods are carried by helicopter, as described in Helicopter Operations in the Technical Instruction for the Safe Transport of Dangerous Goods by Air (Doc 9284), Part 7;7.1.1.</i></p>	Reg (EU) 965/12 NCC.GEN.150, NCO.GEN.140, SPO.GEN.150	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
1.2.2.1	1.2.2 Applicability	Reg (EU)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	1.2.2.1 The provisions of the <i>Technical Instructions for the Safe Transport of Dangerous Goods by Air</i> (Doc 9284) also apply to the acceptance for carriage, loading and carriage of dangerous goods in any general aviation helicopter.	965/12 NCC.GEN.15 0, NCO.GEN.14 0, SPO.GEN.15 0							
1.2.2.2	1.2.2.2 <i>Exceptions</i> . The general exceptions contained in Part 1;1.1.5 of the Technical Instructions and the exceptions contained in Part 1;2.2 of the Technical Instructions also apply to any general aviation helicopter.	Reg (EU) 965/12 NCC.GEN.15 0, GM1 NCC.GEN.15 0 (b), (c), (d), (e); NCO.GEN.14 0; NCO.GEN.14 0 para (e); SPO.GEN.15 0; SPO.GEN.15 0 para (e);	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
1.3	1.3 Use of psychoactive substances <i>Note.— Provisions concerning the use of psychoactive substances are contained in Annex 1, 1.2.7 and Annex 2, 2.5.</i>	NCC.GEN.10 5, NCC.GEN.10 6, NCO.GEN.10	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

		5 Reg.(EU) 965/2012 SERA.2020 Reg. (EU) 923/2012								
1.4	<p>1.4 Specific approvals</p> <p>The pilot-in-command shall not conduct operations for which a specific approval is required unless such approval has been issued by the State of Registry. Specific approvals shall follow the layout and contain at least the information listed in Appendix 5.</p> <hr/>	R.(EU) 965/2012:Art. 5(2);SPA.GE N.100 pt. (a)(2) and (b)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character. Approval to be granted by the State in which the operator is established or residing.	No difference if the specific approvals for PBN, MNPS, RVSM and LVO are issued for non-commercial operators using aircraft registered in a third country.

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			No	Yes						Significant Difference
				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				

2.1	<p>CHAPTER 2. FLIGHT OPERATIONS</p> <p>2.1 Adequacy of operating facilities</p> <p>The pilot-in-command shall not commence a flight unless it has been ascertained by every reasonable means available that the ground and/or water facilities available and directly required for such flight and for the safe operation of the helicopter are adequate, including communication facilities and navigation aids.</p> <p><i>Note.— “Reasonable means” in this Standard is intended to denote the use, at the point of departure, of information available to the pilot-in-command either through official information published by the aeronautical information services or readily obtainable from other sources.</i></p>	R.(EU) 2018/1139:Annex V pt. 2.a.R.(EU) 965/2012:NC C.OP.145 pt. (a);NCO.OP.135	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.2.1	<p>2.2 Heliport or landing location operating minima</p> <p>2.2.1 The pilot-in-command shall establish operating minima in accordance with criteria specified by the State of Registry for each heliport or landing location</p>	R.(EU) 965/2012:NC C.OP.110;NCO.OP.110;SPA.LVO.100	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character. In NCC, the rule addresses	

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<p>to be used in operations. When establishing aerodrome operating minima, any conditions that may be prescribed in the list of specific approvals shall be observed. Such minima shall not be lower than any that may be established by the State of the Aerodrome, except when specifically approved by that State.</p> <p><i>Note.— This Standard does not require the State of the Aerodrome to establish operating minima.</i></p>								to the operator, not to the PIC. For low visibility operations (LVO), it is the competent authority as established by Annex V (Part-SPA):State of the Operator if the aircraft is registered in an EU Member State; or State of Registry if the aircraft is registered in a third country	
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Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exact or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

									and the State of Registry has already issued the LVO specific approval.	
2.2.1.1	<p>2.2.1.1 The State of Registry shall authorize operational credit(s) for operations with advanced aircraft. Where the operational credit relates to low visibility operations, the State of Registry shall issue a specific approval. Such authorizations shall not affect the classification of the instrument approach procedure.</p> <p><i>Note 1.— Operational credit includes:</i></p> <p>a) <i>for the purposes of an approach ban (2.6.3.2) or dispatch considerations, a minimum below the heliport or landing location operating minima;</i></p> <p>b) <i>reducing or satisfying the visibility requirements; or</i></p> <p>c) <i>requiring fewer ground facilities as compensated for by airborne capabilities.</i></p> <p><i>Note 2.— Guidance on operational credit and how to express the operational credit in the specific</i></p>	R.(EU) 965/2012:SPA.LVO.100 pt. (f) AMCs to SPA.LVO.100;	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks	
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
				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				
Annex Standard or Recommended Practice										

	<p><i>approvals template is contained in the Manual of All-Weather Operations (Doc 9365).</i></p> <p><i>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).</i></p> <p><i>Note 4.— Automatic landing system — helicopter is an automatic approach using airborne systems which provide automatic control of the flight path, to a point aligned with the landing surface, from which the pilot can transition to a safe landing by means of natural vision without the use of automatic control.</i></p>								
2.2.1.2	<p>2.2.1.2 When issuing a specific approval for the operational credit, the State of Registry shall ensure that the:</p> <p>a) aircraft meets the appropriate airworthiness certification requirements;</p> <p>b) information necessary to support effective crew tasks for the operation is appropriately available to both pilots where the number of flight crew members specified in the operations manual (or other documents associated with the certificate of airworthiness) is more than one;</p>	<p>Reg. (EU) 965/2012: SPA.LVO.105 a)Reg. (EU) 965/2012: SPA.LVO.105 (a), (e) b) Reg. (EU) 965/2012: SPA.LVO.105 (c) c) Reg. (EU) 965/2012:</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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	<p>c) operator/owner has carried out a safety risk assessment of the operations supported by the equipment;</p> <p>d) operator/owner has established and documented normal and abnormal procedures and MEL;</p> <p>e) operator/owner has established a training programme for the flight crew members and relevant personnel involved in the flight preparation;</p> <p>f) operator/owner has established a system for data collection, evaluation and trend monitoring for low visibility operations for which there is an operational credit; and</p> <p>g) operator/owner has instituted appropriate procedures with respect to continuing airworthiness (maintenance and repair) practices and programmes.</p> <p><i>Note 1.— Guidance on safety risk assessments is contained in the Safety Management Manual (Doc 9859).</i></p> <p><i>Note 2.— Guidance on operational approvals is contained in the Manual of All-Weather Operations (Doc 9365).</i></p>	<p>SPA.LVO.105 (g) d) Reg. (EU) 965/2012:</p> <p>SPA.LVO.105 (d) e) Reg. (EU) 965/2012:</p> <p>SPA.LVO.105 (b) and SPA.LVO.120 f) Reg. (EU) 965/2012:</p> <p>SPA.LVO.105 (g) g) Reg. (EU) 965/2012:</p> <p>SPA.LVO.105 (a), (e)</p>							
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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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2.2.1.3	<p>2.2.1.3 For operations with operational credit with minima above those related to low visibility operations, the State of Registry shall establish criteria for the safe operation of the aircraft.</p> <p><i>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).</i></p>	Reg. (EU) 965/2012: SPA.LVO.100 (c), NCC.OP.235 SPO.OP.235	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.3.1	<p>2.3 Briefing</p> <p>2.3.1 The pilot-in-command shall ensure that crew members and passengers are made familiar, by means of an oral briefing or by other means, with the location and the use of:</p> <p>a) seat belts or harnesses; and, as appropriate,</p> <p>b) emergency exits;</p> <p>c) life jackets;</p> <p>d) oxygen dispensing equipment; and</p> <p>e) other emergency equipment provided</p>	R.(EU) 965/2012:NC C.OP.140 pt. (a);NCO.OP.130;AMC1 NCO.OP.130	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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	for individual use, including passenger emergency briefing cards.									
2.3.2	2.3.2 The pilot-in-command shall ensure that all persons on board are aware of the location and general manner of use of the principal emergency equipment carried for collective use.	R.(EU) 965/2012:NC C.OP.140 pt. (a)(3);NCO.OP.130;AMC1 NCO.OP.130	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.4	2.4 Helicopter airworthiness and safety precautions A flight shall not be commenced until the pilot-in-command is satisfied that: a) the helicopter is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the helicopter; b) the instruments and equipment installed in the helicopter are appropriate, taking into account the expected flight conditions; c) any necessary maintenance has been performed in accordance with Chapter 6; d) the mass of the helicopter and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;	R.(EU) 965/2012:NC C.GEN.106 pt. (a)(4);NCO.GEN.105 pt. (a)(4).R.(EU) 2018/1139:Annex V pt. 2.c	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Requirement (c) not specifically mentioned, but it is considered to be met if airworthiness requirement in (a) is complied with.				

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	<p>e) any load carried is properly distributed and safely secured; and</p> <p>f) the helicopter operating limitations contained in the flight manual, or its equivalent, will not be exceeded.</p>								
2.5	<p>2.5 Weather reports and forecasts</p> <p>Before commencing a flight, the pilot-in-command shall be familiar with all available meteorological information appropriate to the intended flight. Preparation for a flight away from the vicinity of the place of departure, and for every flight under IFR, shall include: 1) a study of available current weather reports and forecasts; and 2) the planning of an alternative course of action to provide for the eventuality that the flight cannot be completed as planned because of weather conditions.</p> <p><i>Note 1.— The requirements for flight plans are contained in Annex 2 — Rules of the Air and the procedures relating to flight plans and associated services are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444).</i></p> <p><i>Note 2.— Detailed guidance on the use of the</i></p>	R.(EU) 965/2012:NC C.OP.145 pt. (b);NCO.OP.135 pt. (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
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	<i>FF-ICE services, including the use of a preliminary flight plan, can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).</i>									
2.6.1	<p>2.6 Limitations imposed by weather conditions</p> <p>2.6.1 Flight in accordance with VFR</p> <p>A flight, except one of purely local character in visual meteorological conditions, to be conducted in accordance with VFR shall not be commenced unless current meteorological reports, or a combination of current reports and forecasts, indicate that the meteorological conditions along the route, or that part of the route to be flown under VFR, will, at the appropriate time, be such as to enable compliance with these rules.</p>	R.(EU) 965/2012:NC C.OP.180 pt. (a) and (c);NCO.OP. 160 pt. (a) and (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.6.2.1	<p>2.6.2 Flight in accordance with IFR</p> <p>2.6.2.1 <i>When an alternate is required.</i> A flight to be conducted in accordance with IFR shall not be commenced unless the available information indicates</p>	R.(EU) 965/2012:NC C.OP.180 pt. (b);NCO.OP. 160 pt. (b)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. Weather conditions, at the	

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	<p>that conditions, at the heliport of intended landing and at least one alternate heliport, will, at the estimated time of arrival, be at or above the heliport operating minima.</p> <p><i>Note.— It is the practice in some States to declare, for flight planning purposes, higher minima for a heliport when nominated as an alternate than for the same heliport when planned as that of intended landing.</i></p>								heliport of intended landing OR at least one alternate heliport will, at the estimated time of arrival, be at or above the heliport operating minima.	
2.6.2.2	<p>2.6.2.2 <i>When no alternate is required.</i> A flight to be conducted in accordance with IFR to a heliport when no alternate heliport is required shall not be commenced unless available current meteorological information indicates that the following meteorological conditions will exist from two hours before to two hours after the estimated time of arrival, or from the actual time of departure to two hours after the estimated time of arrival, whichever is the shorter period:</p> <p>a) a cloud base of at least 120 m (400 ft) above the minimum associated with the instrument approach procedure; and</p>	R.(EU) 965/2012:NC C.OP.152;NC O.OP.141	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	<p>b) visibility of at least 1.5 km more than the minimum associated with the procedure.</p> <p><i>Note.— These should be considered as minimum values where a reliable and continuous meteorological watch is maintained. When only an “area” type forecast is available these values should be increased accordingly.</i></p>									
2.6.3.1	<p>2.6.3 Heliport operating minima</p> <p>2.6.3.1 A flight shall not be continued towards the heliport of intended landing unless the latest available meteorological information indicates that conditions at that heliport, or at least one alternate heliport, will, at the estimated time of arrival, be at or above the specified heliport operating minima.</p>	R.(EU) 2018/1139:Annex V pt. 3.e.R.(EU) 965/2012:NC C.OP.180;NCO.OP.160	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.6.3.2	<p>2.6.3.2 An instrument approach shall not be continued below 300 m (1 000 ft) above the heliport elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the heliport operating minima.</p> <p><i>Note.— Criteria for the final approach segment is contained in PANS-OPS (Doc 8168), Volume II.</i></p>	R.(EU) 2018/1139:Annex V pt. 3.e.R.(EU) 965/2012:NC C.OP.230 pts. (a) & (b);NCO.OP. 210 pts. (a) & (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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2.6.3.3	2.6.3.3 If, after entering the final approach segment or after descending below 300 m (1 000 ft) above the heliport elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, a helicopter shall not continue its approach-to-land beyond a point at which the limits of the heliport operating minima would be infringed.	R.(EU) 2018/1139:Annex V pt. 3.e.R.(EU) 965/2012:NC C.OP.230 pts. (d) & (e);NCO.OP. 210 pts. (d) & (e)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.6.4	2.6.4 Flight in icing conditions A flight to be operated in known or expected icing conditions shall not be commenced unless the helicopter is certificated and equipped to cope with such conditions.	R.(EU) 2018/1139: Annex V: Point 2.(e).R.(EU) 965/2012:NC C.OP.190;NC O.OP.170	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2.7.1	2.7 Alternate heliports 2.7.1 For a flight to be conducted in accordance with IFR, at least one alternate heliport or landing location shall be specified in the operational flight plan and the flight plan, unless:	R.(EU) 965/2012:NC C.OP.152;NC O.OP.141	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	For isolated heliports the minimum weather conditions defined in	

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	<p>a) the weather conditions in 2.6.2.2 prevail; or</p> <p>b) 1) the heliport or landing location of intended landing is isolated and no alternate heliport or landing location is available; and</p> <p>2) an instrument approach procedure is prescribed for the isolated heliport of intended landing; and</p> <p>3) a point of no return (PNR) is determined in case of an offshore destination.</p>								2.6.2.2 have to prevail AND all the other conditions must be met.	
2.7.2	<p>2.7.2 Suitable offshore alternates may be specified subject to the following:</p> <p>a) the offshore alternates shall be used only after passing a PNR. Prior to a PNR, onshore alternates shall be used;</p> <p>b) mechanical reliability of critical control systems and critical components shall be considered and taken into account when determining the suitability of the alternate;</p> <p>c) one engine inoperative performance capability shall be attainable prior to arrival at the alternate;</p>	R.(EU) 965/2012:SPA.HOFO.120 ;AMC2 SPA.HOFO.120	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. Fully implemented for NCC.Not implemented for NCO.	

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				Level of implementation of SARPs						
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	<p>d) to the extent possible, deck availability shall be guaranteed; and</p> <p>e) weather information must be reliable and accurate.</p> <p><i>Note.— The landing technique specified in the flight manual following control system failure may preclude the nomination of certain helidecks as alternate heliports.</i></p>								
2.7.3	<p>2.7.3 Recommendation.—<i>Offshore alternates should not be used when it is possible to carry enough fuel to have an onshore alternate. Offshore alternates should not be used in a hostile environment.</i></p>	R.(EU) 965/2012:SPA.HOFO.120;AMC2 SPA.HOFO.120	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. Fully implemented for NCC. Not implemented for NCO.
2.8.1	<p>2.8 Fuel and oil requirements</p> <p>2.8.1 <i>All helicopters.</i> A flight shall not be commenced unless, taking into account both the</p>	R.(EU) 965/2012:NC C.OP.131 (a) and (b)(2) NCO.OP.125	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	meteorological conditions and any delays that are expected in flight, the helicopter carries sufficient fuel and oil to ensure that it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.	(a)								
2.8.2	<p>2.8.2 <i>VFR operations.</i> The fuel and oil carried in order to comply with 2.8.1 shall, in the case of VFR operations, be at least the amount to allow the helicopter to:</p> <p>a) fly to the landing site to which the flight is planned;</p> <p>b) have a final reserve fuel to fly thereafter for a period of 20 minutes at best-range speed; and</p> <p>c) have an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies, as determined by the State and specified in the State regulations governing general aviation.</p>	<p>R.(EU) 965/2012:NC C.OP.131: a) is (a) b) is (d)(3) c) is AMC1 NCC.OP.131(f) R. (EU) 965/2012 a)NCO.OP.125 (c), b)AMC 1 NCO.OP.125 (b)(2) c)NCO.OP.125 (a), (b)(2)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.8.3	<p>2.8.3 <i>IFR operations.</i> The fuel and oil carried in order to comply with 2.8.1 shall, in the case of IFR operations, be at least the amount to allow the helicopter:</p>	<p>R.(EU) 965/2012:NC C.OP.131. NCO.OP.125</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			No	Yes			Significant Difference			
				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				

2.8.3.1	<p>2.8.3.1 When no alternate is required, in terms of 2.6.2.2, to fly to and execute an approach at the heliport or landing location to which the flight is planned, and thereafter to have:</p> <p>a) a final reserve fuel to fly 30 minutes at holding speed at 450 m (1 500 ft) above the destination heliport or landing location under standard temperature conditions and approach and land; and</p> <p>b) an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies.</p>	<p>R.(EU) 965/2012:NC C.OP.131 pts. (c)(5); a) and b) NCO.OP.125 (c)(1) a) AMC1 NCO.OP.125 (b), (b)(3). b) NCO.OP.125 (a) and (b)(2)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.8.3.2	<p>2.8.3.2 When an alternate is required, in terms of 2.6.2.1, to fly to and execute an approach, and a missed approach, at the heliport or landing location to which the flight is planned, and thereafter:</p> <p>a) fly to and execute an approach at the alternate specified in the flight plan; and then</p> <p>b) have a final reserve fuel to fly for 30 minutes at holding speed at 450 m (1 500 ft) above the alternate under standard temperature conditions, and approach and land; and</p> <p>c) have an additional amount of fuel to provide for the increased consumption on the occurrence of potential contingencies.</p>	<p>R.(EU) 965/2012:NC C.OP.131 pts. (c)(5); a), b) and c) NCO.OP.125 (c)(2) a)NCO.OP.125 (c)(2) b) AMC1 NCO.OP.125 (b), (b)(2) c) NCO.OP.125 (a), (b)(2)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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2.8.3.3	2.8.3.3 When no alternate heliport or landing location is available (i.e. the heliport of intended landing is isolated and no alternate is available), to fly to the heliport to which the flight is planned and thereafter for a period as specified by the State of the Operator.	R.(EU) 965/2012:NC C.OP.131 pts. (e); NCO.OP.141	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.8.4	2.8.4 In computing the fuel and oil required in 2.8.1, at least the following shall be considered: a) meteorological conditions forecast; b) expected air traffic control routings and traffic delays; c) for IFR flight, one instrument approach at the destination heliport, including a missed approach; d) the procedures for loss of pressurization, where applicable, or failure of one engine while en-route; and e) any other conditions that may delay the landing of the helicopter or increase fuel and/or oil consumption. <i>Note.— Nothing in 2.8 precludes amendment of a flight plan in flight in order to replan the flight to another heliport, provided that the requirements of 2.8</i>	.R.(EU) 965/2012:NC C.OP.131 pt. (b); d) AMC1 NCC.OP.OP.131 (f) and (h) a), b) and e) NCO.OP.125 c) NCO.OP.125 (c) d) NCO.OP.125 (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exact or Exceeds	B) Different in character or Other means of compliance				

	<i>can be complied with from the point where the flight has been replanned.</i>								
2.8.5	2.8.5 The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a re-analysis and, if applicable, adjustment of the planned operation.	R.(EU) 965/2012:NC C.OP.131 pt. (e); NCO.OP.185 (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
2.9.1	2.9 In-flight fuel management 2.9.1 The pilot-in-command shall monitor the amount of usable fuel remaining on board to ensure it is not less than the fuel required to proceed to a landing site where a safe landing can be made with the planned final reserve fuel remaining. <i>Note.— The protection of final reserve fuel is intended to ensure safe landing at any heliport or landing location when unforeseen occurrences may not permit a safe completion of an operation as originally planned.</i>	R.(EU) 965/2012:NC C.OP.205 pt. (a)(b);NCO.OP.185, Annex I Definition (104a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Final reserve fuel is included in the definition of safe landing in definition 104a in Annex I to 965/2012				

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			No	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				
	Annex Standard or Recommended Practice									

2.9.2	<p>2.9.2 The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific landing site, the pilot calculates that any change to the existing clearance to that landing site, or other air traffic delays, may result in landing with less than the planned final reserve fuel.</p> <p><i>Note 1.— The declaration of MINIMUM FUEL informs ATC that all planned landing site options have been reduced to a specific landing site of intended landing, that no precautionary landing site is available, and any change to the existing clearance, or air traffic delays, may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.</i></p> <p><i>Note 2.— A precautionary landing site refers to a landing site, other than the site of intended landing, where it is expected that a safe landing can be made prior to the consumption of the planned final reserve fuel.</i></p>	Reg (EU) 965/12, NCC.OP.205 (c), NCO.OP.185 (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.9.3	<p>2.9.3 The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the usable fuel estimated to be available upon landing at the nearest landing site where a safe landing can be made is less than the required final reserve fuel in compliance with 2.8.</p> <p><i>Note 1.— The planned final reserve fuel refers to</i></p>	Reg (EU) 965/12; NCC.OP.205 (d); NCO.OP.185 (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<p><i>the value calculated in 2.8 and is the minimum amount of fuel required upon landing at any landing site. The declaration of MAYDAY MAYDAY MAYDAY FUEL informs ATC that all available landing options have been reduced to a specific site and a portion of the final reserve fuel may be consumed prior to landing.</i></p> <p><i>Note 2.— The pilot estimates with reasonable certainty that the fuel remaining upon landing at the nearest safe landing site will be less than the final reserve fuel taking into consideration the latest information available to the pilot, the area to be overflown (i.e. with respect to the availability of precautionary landing areas), meteorological conditions and other reasonable contingencies.</i></p> <p><i>Note 3.— The words “MAYDAY FUEL” describe the nature of the distress conditions as required in Annex 10, Volume II, 5.3.2.1.1, b) 3).</i></p>									
2.10.1	<p>2.10 Oxygen supply</p> <p><i>Note.— Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure used in the text are as follows:</i></p> <p>Absolute pressure Metres Feet</p>	R.(EU) 965/2012:NC C.IDE.H.200; NCO.OP.190; NCO.IDE.H.155	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. NCO alleviation. See NCO.OP.190. The EU rules	Fully implemented for NCC.

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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	<p>700 hPa 3 000 10 000 620 hPa 4 000 13 000</p> <p>2.10.1 A flight to be operated at altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply:</p> <p>a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa;</p> <p>b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.</p>							contain an alleviation to the availability and use of oxygen on board under NCO.OP.1 90 and AMC1 NCO.OP.1 90(a).The pilot-in-command can decide to fly at any altitude without using oxygen, and without oxygen being available. AMC1 NCO.OP.1 90(a) additionall	
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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

									y states: “(…) the PIC should: (…)(b)(2) if detecting early symptoms of hypoxia conditions: (i) consider to return to a safe altitude, and (ii) ensure that supplemental oxygen is used, if available.”	
2.10.2	2.10.2 A flight to be operated with a pressurized helicopter shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and a proportion of the passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa.	Not in the scope of the EU rules	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Not implemented. There are no pressurised helicopters

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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										operated in the EU.
2.11	<p>2.11 Use of oxygen</p> <p>All flight crew members, when engaged in performing duties essential to the safe operation of a helicopter in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in 2.10.1 or 2.10.2.</p>	<p>R.(EU) 965/2012:NC C.OP.210;NC O.OP.190;AMC1 NCO.OP.190 (a)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Partially implemented. An alleviation is available for NCO operations. The EU rules contain an alleviation to the availability and use of oxygen on board under NCO.OP.190 and AMC1 NCO.OP.190(a). The PIC can decide to fly at any altitude</p>	Fully implemented for NCC.

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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									without using oxygen, and without oxygen being available. AMC1 NCO.OP.1 90(a) additionally states: "(...) the PIC should: (...) (b)(2) if detecting early symptoms of hypoxia conditions: (i) consider to return to a safe altitude, and (ii) ensure that supplemental oxygen is used, if
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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

									available.”	
2.12	2.12 In-flight emergency instruction In an emergency during flight, the pilot-in-command shall ensure that all persons on board are instructed in such emergency action as may be appropriate to the circumstances.	R.(EU) 2018/1139:Annex V pt. 3.f.R.(EU) 965/2012:NC C.OP.140 pt. (b);AMC1 NCC.OP.140 NCO.OP.130;	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.13.1	2.13 Weather reporting by pilots Recommendation. — <i>When weather conditions likely to affect the safety of other aircraft are encountered, they should be reported as soon as possible.</i>	R.(EU) 965/2012:NC C.GEN.106 pt. (c);NCO.GEN.105 pt. (d).R.(EU) 923/2012:SER.A.12001, SERA.12005	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.14.1	2.14 Hazardous flight conditions Recommendation. — <i>Hazardous flight</i>	R.(EU) 965/2012:NC C.GEN.106 pt.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<i>conditions, other than those associated with meteorological conditions, encountered en-route should be reported as soon as possible. The reports so rendered should give such details as may be pertinent to the safety of other aircraft.</i>	(c);NCO.GE N.105 pt. (d).								
2.15	<p>2.15 Fitness of flight crew members</p> <p>The pilot-in-command shall be responsible for ensuring that a flight:</p> <p>a) will not be commenced if any flight crew member is incapacitated from performing duties by any cause such as injury, sickness, fatigue or the effects of alcohol or drugs; and</p> <p>b) will not be continued beyond the nearest suitable heliport when flight crew members' capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness or lack of oxygen.</p>	<p>R.(EU) 965/2012:NC C.GEN.106 pts. (a)(5)&(6) and (d);NCO.GE N.105 pt. (a)(5)&(6).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Fully implemented, but provisions are made for NCC multi-crew operations to continue the flight beyond the nearest weather permissible aerodrome if				

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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										mitigation measures are in place such as, e.g. the use of additional crew members and/or controlled rest during flight (AMC1 NCC.G EN.106(d)).
2.16.1	2.16 Flight crew members at duty stations 2.16.1 Take-off and landing All flight crew members required to be on flight deck duty shall be at their stations.	R.(EU) 965/2012:NC C.GEN.105 pt. (b);NCO.GEN.105 pt. (b).	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

2.16.2	2.16.2 En-route All flight crew members required to be on flight deck duty shall remain at their stations except when their absence is necessary for the performance of duties in connection with the operation of the helicopter, or for physiological needs.	R.(EU) 2018/1139:Annex V: pt. 3 (b);R.(EU) 965/2012:NC C.GEN.105 pt. (b);NCO.GEN.105 pt. (b).	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.16.3	2.16.3 Seat belts All flight crew members shall keep their seat belt fastened when at their stations.	R.(EU) 965/2012:NC C.GEN.105 pt. (c);NCO.GEN.105 pt. (f)(1);R.(EU) 2018/1139:Annex V: pt. 3 (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Non-complex motor-powered helicopter are certified as single pilot; for that reason NCO only requires PIC seat belt to be fastened				

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

2.16.4.1	2.16.4 Safety harness Recommendation. — <i>When safety harnesses are provided, any flight crew member occupying a pilot’s seat should keep the safety harness fastened during the take-off and landing phases; all other flight crew members should keep their safety harness fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt must remain fastened.</i> <i>Note.</i> — <i>Safety harness includes shoulder strap(s) and a seat belt which may be used independently.</i>	R.(EU) 2018/1139:Annex V pt. 3.a.R.(EU) 965/2012:NC C.GEN.105 pt. (c);NCO.GEN.105 pt. (f)(1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
2.17.1	2.17 Instrument flight procedures 2.17.1 One or more instrument approach procedures designed to support instrument approach operations shall be approved and promulgated by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State, to serve each final approach and take-off area or heliport utilized for instrument flight operations.	R.(EU) 139/2014:ADR.OR.C005(b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Some European aerodromes are excluded from the Basic Regulation (EU) 2018/11				

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
				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				
Annex Standard or Recommended Practice										

									39 (Art. 2 point 1(e) and remain under the Member State regulatory system (mainly those where no CAT operations are conducted).Each Member State should determine its own level of implementation.
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			No	Yes						Significant Difference
				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				

2.17.2	<p>2.17.2 All helicopters operated in accordance with IFR shall comply with the instrument approach procedures approved by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State.</p> <p><i>Note 1.— See Section II, Chapter 2, 2.2.8.3, for instrument approach operation classifications.</i></p> <p><i>Note 2.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of instrument flight procedures for the guidance of procedure specialists are provided in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS and knowledge of these differences is important for safety reasons (see Section II, Chapter 1, 1.1.1).</i></p>	R.(EU) 965/2012:NC C.OP.115;NC O.OP.115	<input checked="" type="checkbox"/>	<input type="checkbox"/>	European regulation allows acceptable deviations under the conditions of radar vectoring by ATC or when obstacle clearance can be observed.				
2.18	<p>2.18 Instruction — general</p> <p>A helicopter rotor shall not be turned under power for the purpose of flight without a qualified pilot at the controls.</p>	R. (EU) 2018/1139:Annex V: pt. 3(h)R.(EU) 965/2012:NC C.GEN.125; NCO.GEN.120	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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			No	Yes						Significant Difference
				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				

2.19.1	<p>2.19 Refuelling with passengers on board or rotors turning</p> <p>2.19.1 Recommendation.— <i>A helicopter should not be refuelled when passengers are embarking, on board or disembarking or when the rotor is turning unless it is attended by the pilot-in-command or other qualified personnel ready to initiate and direct an evacuation of the helicopter by the most practical and expeditious means available.</i></p>	R.(EU) 965/2012:NC C.OP.155;NC O.OP.145	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Procedure is forbidden with AVGAS or wide-cut fuel as per note 2.				
2.19.2	<p>2.19.2 Recommendation.— <i>When refuelling with passengers embarking, on board or disembarking, two-way communications should be maintained by helicopter inter-communications system or other suitable means between the ground crew supervising the refuelling and the pilot-in-command or other qualified personnel required by 2.19.1.</i></p> <p><i>Note 1.</i>— <i>Provisions concerning aircraft refuelling are contained in Annex 14, Volume I, and guidance on safe refuelling practices is contained in the Airport Services Manual (Doc 9137), Parts 1 and 8.</i></p> <p><i>Note 2.</i>— <i>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</i></p>	R.(EU) 965/2012:NC C.OP.155;AMC1 NCC.OP.155 pt. (c)NCO.OP.145;AMC1 NCO.OP.145	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	<i>used.</i>									
2.20	2.20 Over-water flights All helicopters on flights over water in a hostile environment in accordance with 4.3.1 shall be certificated for ditching. Sea state shall be an integral part of ditching information.	R.(EU) 965/2012:NC C.IDE.H.235; NCO.IDE.H.185	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. Not implemented for flights at a distance from land corresponding to 10 minutes of flight or less (NCC), 50Nm (NCO).	For shorter distances, an emergency floatation device can be used as another means of compliance.
3.1	CHAPTER 3. HELICOPTER PERFORMANCE OPERATING LIMITATIONS 3.1 A helicopter shall be operated:	R.(EU) 2018/1139:Annex V: pts. 4.1 and 4.3.R.(EU) 965/2012:NC C.GEN.106 pt.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		NCO.POL.100 and NCC.POL.100 as well as the basic

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<p>a) in compliance with the terms of its airworthiness certificate or equivalent approved document;</p> <p>b) within the operating limitations prescribed by the certifying authority of the State of Registry; and</p> <p>c) within the mass limitations imposed by compliance with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized, in exceptional circumstances for a certain heliport where there is no noise disturbance problem, by the competent authority of the State in which the heliport is situated.</p>	(a)(4);NCC.POL.100 pt. (a);NCO.GEN.105 pt. (a)(4) NCO.POL.100 pt. (a).								regulation require compliance with the flight manual, which the includes all the 'operating limitations prescribed by the certifying authority of the State of Registry'
3.2	3.2 Placards, listings, instrument markings, or combinations thereof, containing those operating limitations prescribed by the certifying authority of the	R.(EU) 965/2012:NC C.POL.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	State of Registry for visual presentation, shall be displayed in the helicopter. <i>Note.— The Standards of Annex 8, Part IV apply to all helicopters intended for the carriage of passengers or cargo or mail in international air navigation.</i>	pt.(b);NCO.POL.100 pt.(b)								
3.3	3.3 Where helicopters are operating to or from heliports in a congested hostile environment, the competent authority of the State in which the heliport is situated shall take such precautions as are necessary to control the risk associated with an engine failure. <i>Note.— Guidance is provided in the Helicopter Code of Performance Development Manual (Doc 10110).</i>	R.(EU) 965/2012:ORO.GEN.200	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented through safety management for NCC. Not implemented for NCO.	Member States may use aerodrome regulations to control the risk.
4.1.1	CHAPTER 4. HELICOPTER INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS <i>Note.— Specifications for the provision of helicopter communication and navigation equipment are contained in Chapter 5.</i>	R.(EU) 965/2012:NC C.IDE.H.100; NCO.IDE.H.100	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		No approval required for spare fuses, independent portable lights,

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
				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				
Annex Standard or Recommended Practice										

	<p>4.1 All helicopters on all flights</p> <p>4.1.1 General</p> <p>In addition to the minimum equipment necessary for the issuance of a certificate of airworthiness, the instruments, equipment and flight documents prescribed in the following paragraphs shall be installed or carried, as appropriate, in helicopters according to the helicopter used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be approved or accepted by the State of Registry.</p>									time piece, chart holder, first aid kits, child restraint devices, sea anchor.
4.1.2	<p>4.1.2 Instruments</p> <p>A helicopter shall be equipped with instruments which will enable the flight crew to control the flight path of the helicopter, carry out any required procedural manoeuvre, and observe the operating limitations of the helicopter in the expected operating conditions.</p>	R.(EU) 2018/1139:Annex V pt. 5; R.(EU) 965/2012: NCC.IDE.H.100; NCO.IDE.H.100.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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4.1.3.1	<p>4.1.3 Equipment</p> <p>4.1.3.1 A helicopter shall be equipped with or carry on board:</p> <p>a) an accessible first-aid kit;</p> <p>b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the helicopter. At least one shall be located in:</p> <p>1) the pilot's compartment; and</p> <p>2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew;</p> <p><i>Note.— Refer to 4.1.3.2 for fire extinguishing agents.</i></p> <p>c) 1) a seat or berth for each person over an age to be determined by the State of Registry; and</p> <p>2) a seat belt for each seat and restraining belts for each berth;</p>	R.(EU) 965/2012:NC C.GEN.140 pt. (a);NCC.IDE.H.190; NCC.IDE.H.160;NCC.IDE.H.180;NCO.GEN.135 pt. (a)(1);NCO.IDE.H.140;NCO.IDE.H.160	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character. The State of Operator is the competent authority for NCC operators and for NCO operators operating aircraft registered in a third country.	For paragraph (e):Fuses require ment not implemented because changin g a fuse in flight with a helicopt er is not practical . Flying a helicopt er requires both hands and both feet at the controls. Fuses
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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
				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				
Annex Standard or Recommended Practice										

	<p>d) the following manuals, charts and information:</p> <ol style="list-style-type: none"> 1) the flight manual or other documents or information concerning any operating limitations prescribed for the helicopter by the certificating authority of the State of Registry, required for the application of Chapter 3; 2) any specific approval issued by the State of Registry, if applicable, for the operation(s) to be conducted; 3) current and suitable charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; 4) procedures, as prescribed in Annex 2, for pilots-in-command of intercepted aircraft; 5) a list of visual signals for use by intercepting and intercepted aircraft, as contained in Annex 2; 6) the journey log book for the helicopter; and <p>e) if fuses are used, spare electrical fuses of appropriate ratings for replacement of those accessible in flight.</p>								are not accessible for replacement in flight.
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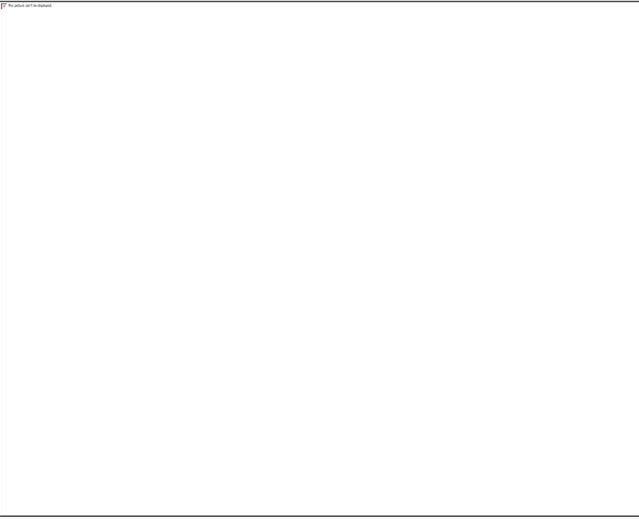
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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

4.1.3.2	<p>4.1.3.2 Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in a helicopter, for which the individual certificate of airworthiness is first issued on or after 31 December 2011, and any extinguishing agent used in a portable fire extinguisher in a helicopter, for which the individual certificate of airworthiness is first issued on or after 31 December 2018, shall:</p> <p>a) meet the applicable minimum performance requirements of the State of Registry; and</p> <p>b) not be of a type listed in the 1987 <i>Montreal Protocol on Substances that Deplete the Ozone Layer</i> as it appears in the Eighth Edition of the <i>Handbook for the Montreal Protocol on Substances that Deplete the Ozone Layer</i>, Annex A, Group II.</p> <p><i>Note.— Information concerning extinguishing agents is contained in the UNEP Halons Technical Options Committee Technical Note No. 1 – New Technology Halon Alternatives and FAA Report No. DOT/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.</i></p>	R. (EU) 2018/1139: Art. 76 (3). R.(EU) 2015/640: 26.400 and CS 26.400	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented: Only for Large Helicopters: Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable)	
4.1.3.3	<p>4.1.3.3 Recommendation.— <i>All helicopters on all flights should be equipped with the ground-air signal codes for search and rescue purposes.</i></p>	R.(EU) 965/2012:NC C.IDE.H.230; AMC1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Implemented only on flights

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				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				
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		NCC.IDE.H.230;NCO.IDE.H.180;AMC2 NCO.IDE.H.180								where survival equipment is required for NCC operators.
4.1.3.4	<p>4.1.3.4 Recommendation.— <i>All helicopters on all flights should be equipped with a safety harness for each flight crew member seat.</i></p> <p><i>Note.</i>— <i>Safety harness includes shoulder strap(s) and a seat belt which may be used independently.</i></p>	R.(EU) 965/2012:NC C.IDE.H.180; NCO.IDE.H.140 pt. (a)(5)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.1.4.1	<p>4.1.4 Marking of break-in points</p> <p>4.1.4.1 If areas of the fuselage suitable for break-in by rescue crews in an emergency are marked on a helicopter, such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow and, if necessary, they shall be outlined in white to contrast with the background.</p>	R.(EU) 965/2012:NC C.IDE.H.210; AMC1 NCC.IDE.H.210;NCO.IDE.H.165;AMC1 NCO.IDE.H.165	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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4.1.4.2	<p>4.1.4.2 If the corner markings are more than 2 m apart, intermediate lines 9 cm × 3 cm shall be inserted so that there is no more than 2 m between adjacent markings.</p> <p><i>Note.— This Standard does not require any helicopter to have break-in areas.</i></p>  <p>MARKING OF BREAK-IN POINTS (see 4.1.4)</p>	R.(EU) 965/2012:NC C.IDE.H.210; AMC1 NCC.IDE.H.210;NCO.IDE.H.165;AMC1 NCO.IDE.H.165	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exact or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

4.2.1	<p>4.2 Instruments and equipment for flights operated under VFR and IFR — by day and night</p> <p><i>Note.— The flight instrument requirements in 4.2.1, 4.2.2 and 4.2.3 may be met by combinations of instruments or by electronic displays.</i></p> <p>4.2.1 All helicopters when operating in accordance with VFR by day shall be:</p> <p>a) equipped with:</p> <ol style="list-style-type: none"> 1) a magnetic compass; 2) a sensitive pressure altimeter; 3) an airspeed indicator; and 4) such additional instruments or equipment as may be prescribed by the appropriate authority; and <p>b) equipped with, or shall carry, a means of measuring and displaying the time in hours, minutes and seconds.</p>	R.(EU) 965/2012:NC C.IDE.H.120 NCO.IDE.H.120	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The following additional instruments are also prescribed: A means of measuring slip. For NCC operations over water, all instruments required for Night VFR are also required.	
4.2.2	4.2.2 All helicopters when operating in accordance with VFR at night shall be equipped with:	R.(EU) 965/2012:NC	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The following	

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<p>a) the equipment specified in 4.2.1;</p> <p>b) an attitude indicator (artificial horizon) for each required pilot;</p> <p>c) a slip indicator;</p> <p>d) a heading indicator (directional gyroscope);</p> <p>e) a rate of climb and descent indicator; and</p> <p>f) such additional instruments or equipment as may be prescribed by the appropriate authority;</p> <p>and the following lights:</p> <p>g) the lights required by Annex 2 for aircraft in flight or operating on the movement area of a heliport;</p> <p style="text-align: center;"><i>Note.— The general characteristics of the lights are specified in Annex 8.</i></p> <p>h) a landing light;</p> <p>i) illumination for all flight instruments and equipment that are essential for the safe operation of the helicopter;</p>	O.IDE.H.115; NCO.IDE.H.120;NCC.IDE.H.115 ;NCC.IDE.H.120						additional instruments are also prescribed for NCC operations: a means of preventing malfunction of the airspeed indicator and a means of indicating when the supply of power to gyroscopic instruments is not adequate.	
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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<p>j) lights in all passenger compartments; and</p> <p>k) a flashlight for each crew member station.</p>								
4.2.2.1	<p>4.2.2.1 Recommendation.— <i>The landing light should be trainable, at least in the vertical plane.</i></p>	<p>R.(EU) 965/2012:NC C.IDE.H.115; AMC1 NCC.IDE.H.115;NCO.IDE.H.115;AMC1 NCO.IDE.H.115</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Fully implemented for NCC operators.Recommended for NCO operators.
4.2.3	<p>4.2.3 All helicopters, when operating in accordance with IFR, or when the helicopter cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be:</p> <p>a) equipped with:</p> <p>1) a magnetic compass;</p> <p>2) a sensitive pressure altimeter;</p>	<p>R.(EU) 965/2012:NC O.IDE.H.115; NCO.IDE.H.125;NCC.IDE.H.115;NCC.IDE.H.125</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The following additional instruments are also prescribed: an alternate source of static pressure.

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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	<p><i>Note.— Due to the long history of misreadings, the use of drum-pointer altimeters is not recommended.</i></p> <p>3) an airspeed indicating system with a means of preventing malfunctioning due to either condensation or icing;</p> <p>4) a slip indicator;</p> <p>5) an attitude indicator (artificial horizon) for each required pilot and one additional attitude indicator;</p> <p>6) a heading indicator (directional gyroscope);</p> <p>7) a means of indicating whether the supply of power to the gyroscopic instruments is adequate;</p> <p>8) a means of indicating on the flight deck the outside air temperature;</p> <p>9) a rate of climb and descent indicator;</p> <p>10) such additional instruments or equipment as may be prescribed by the appropriate authority;</p>							Whenever 2 pilots are required, an additional separate means of indicating pressure altitude, IAS, VS, slip, and stabilised heading	
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Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			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				
Annex Standard or Recommended Practice	No								

	<p>11) if operated by night, the lights specified in 4.2.2 g) to k) and 4.2.2.1; and</p> <p>b) equipped with, or shall carry, a means of measuring and displaying the time in hours, minutes and seconds.</p>								
4.3.1	<p>4.3 All helicopters on flights over water</p> <p>4.3.1 Means of flotation</p> <p>All helicopters intended to be flown over water shall be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter when:</p> <p>a) engaged in offshore operations or other over-water operations, as prescribed by the State of Registry; or</p> <p>b) flying at a distance from land specified by the appropriate State authority.</p> <p><i>Note.— When determining the distance from land referred to in 4.3.1, consideration should be given to</i></p>	R.(EU) 965/2012:NC C.IDE.H.235; NCO.IDE.H.185	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Specified conditions and distances are: for NCO, 50Nm. For NCC: 10 minutes flying time over a hostile sea area				

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	<i>environmental conditions and the availability of search and rescue facilities.</i>									
4.3.2.1	<p>4.3.2 Emergency equipment</p> <p>4.3.2.1 Helicopters operating in accordance with the provisions of 4.3.1 shall be equipped with:</p> <p>a) one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat of the person for whose use it is provided;</p> <p>b) when not precluded by consideration related to the type of helicopter used, life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken; and</p> <p>c) equipment for making the pyrotechnical distress signals described in Annex 2.</p>	R.(EU) 965/2012:NC C.IDE.H.225 pt. (a);NCC.IDE.H.226;NCC.IDE.H.227;NCC.IDE.H.230;NCO.IDE.H.175;SPA.H.OFO.165	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Additional provisions for crew survival suits, life saving equipment and survival equipment. Additional requirements for NCC offshore over hostile waters.	
4.3.2.2	4.3.2.2 When taking off or landing at a heliport where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in	R.(EU) 965/2012:NC C.IDE.H.225	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	the event of a mishap there would be likelihood of a ditching, at least the equipment required in 4.3.2.1 a) shall be carried.	pt. (a);NCO.IDE.H.175								
4.3.2.3	4.3.2.3 Each life jacket and equivalent individual flotation device, when carried in accordance with this 4.3, shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.	R.(EU) 965/2012:NC C.IDE.H.225 pt. (b);NCO.IDE .H.175 pt. (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.3.2.4	4.3.2.4 Recommendation. — <i>On any helicopter for which the individual certificate of airworthiness is first issued on or after 1 January 1991, at least 50 per cent of the life rafts carried in accordance with the provisions of 4.3.2 should be deployable by remote control.</i>	R.(EU) 965/2012:NC C.IDE.H.227; AMC1 NCC.IDE.H.227	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Partially implemented. Not implemented for NCO operators. Implemented for all NCC operators regardless of the date of issue of

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

										the CofA. 50% should be deployable from the flight crew's normal position, if necessary by remote control.
4.3.2.5	4.3.2.5 Recommendation. — <i>Rafts which are not deployable by remote control and which have a mass of more than 40 kg should be equipped with some means of mechanically assisted deployment.</i>	R.(EU) 965/2012:NC C.IDE.H.227; AMC1 NCC.IDE.H.227	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Partially implemented. Implemented for NCC operators – either remote control

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

										or mass of less than 40 kg. Not implemented for NCO operators.
4.3.2.6	4.3.2.6 Recommendation. — <i>On any helicopter for which the individual certificate of airworthiness was first issued before 1 January 1991, the provisions of 4.3.2.4 and 4.3.2.5 should be complied with no later than 31 December 1992.</i>	R.(EU) 965/2012:NC C.IDE.H.227; AMC1 NCC.IDE.H.227	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Partially implemented. Implemented for NCC operators. Not implemented for NCO operators.
4.4	4.4 All helicopters on flights over designated land areas Helicopters, when operated across land areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, shall be	R.(EU) 965/2012:NC C.IDE.H.230; NCO.IDE.H.180	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	equipped with such signalling devices and life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.									
4.5.1	4.5 All helicopters on high altitude flights 4.5.1 Unpressurized helicopters Unpressurized helicopters intended to be operated at high altitudes shall carry equipment for storing and dispensing the oxygen supplies required in 2.9.1.	R.(EU) 965/2012:NC C.IDE.H.200; NCO.IDE.H.155;NCO.OP.190;AMC1 NCO.OP.190 (a)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. NCO: alleviation under NCO.OP.190	NCO.O P.190 and AMC1 NCO.O P.190(a) contain an alleviation to the availability and use of oxygen on board. The PIC can decide to fly at any altitude without using oxygen, and without

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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									oxygen being available. AMC1 NCO.OP.190(a) additionally states: "(...) the PIC should: (...) (b) (2) if detecting early symptoms of hypoxia conditions: (i) consider to return to a safe altitude, and (ii) ensure that supplemental
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									oxygen is used, if available.”
4.5.2.1	4.5.2 Pressurized helicopters Recommendation. — <i>Pressurized helicopters intended to be operated at high altitudes should carry emergency oxygen storage and dispensing equipment capable of storing and dispensing the oxygen supplies required in 2.9.2.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. Pressurised helicopters do not exist in Europe.
4.6	4.6 All helicopters required to comply with the noise certification Standards in Annex 16, Volume I All helicopters required to comply with the noise certification Standards of Annex 16, Volume I, shall carry a document attesting noise certification. When the document, or a suitable statement attesting noise certification as contained in another document approved by the State of Registry, is issued in a language other than English, it shall include an English translation.	R.(EU) 965/2012:NC C.GEN.140 pt (a)(4);NCO.G EN.135 pt. (a)(4).R.(EU) 748/2012:Annex VII	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented.No English translation is required. If a Member State issues the certificate in English, then no difference should

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				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				

	<p><i>Note 1.— The attestation may be contained in any document, carried on board, approved by the State of Registry in accordance with the relevant provisions of Annex 16, Volume I.</i></p> <p><i>Note 2.— The various noise certification Standards of Annex 16, Volume I, which are applicable to helicopters, are determined according to the date of application for a type certificate, or the date of acceptance of an application under an equivalent prescribed procedure by the certifying authority. Some helicopters are not required to comply with any noise certification Standard. For details see Annex 16, Volume I, Part II, Chapters 8 and 11.</i></p>								be filed.
4.7	<p>4.7 Flight recorders</p> <p><i>Note 1.— Crash-protected flight recorders comprise one or more of the following:</i></p> <ul style="list-style-type: none"> — a flight data recorder (FDR), — a cockpit voice recorder (CVR), — an airborne image recorder (AIR), — a data link recorder (DLR). <p><i>As per Appendix 4, image and data link information may be recorded on either the CVR or the FDR.</i></p>	<p>NCC.IDE.H.1 60, NCC.IDE.H.1 65, NCC.IDE.H.1 70, NCC.IDE.H.1 75, NCC.IDE.H.1 80, Reg. (EU) 965/2012 AMC1 NC.IDE.H.16</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	FDR required for NCC operators above 3175 Kgs MTOW. CVR required for NCC operators above				

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				Level of implementation of SARPs						
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						

	<p><i>Note 2.— Combination recorders (FDR/CVR) may be used to meet the flight recorder equipage requirements in this Annex.</i></p> <p><i>Note 3.— Detailed requirements on flight recorders are contained in Appendix 4.</i></p> <p><i>Note 4.— Lightweight flight recorders comprise one or more of the following:</i></p> <ul style="list-style-type: none"> — <i>an aircraft data recording system (ADRS),</i> — <i>a cockpit audio recording system (CARS),</i> — <i>an airborne image recording system (AIRS),</i> — <i>a data link recording system (DLRS).</i> <p><i>As per Appendix 4, image and data link information may be recorded on either the CARS or the ADRS.</i></p> <p><i>Note 5.— For helicopters for which the application for type certification is submitted to a Contracting State before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS) or earlier equivalent documents.</i></p> <p><i>Note 6.— For helicopters for which the</i></p>	0, AMC1.NCC.I DE.H.165							7000 Kgs MTOW. Datalink recordings required to be on CVR. AIR is not clearly defined. No requirements for NCO. Rulemaking task in progress.
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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		No	Yes						Significant Difference
				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				
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	<p><i>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.</i></p> <p><i>Note 7.— Specifications applicable to lightweight flight recorders may be found in EUROCAE ED -155, Minimum Operational Performance Specification (MOPS), or equivalent documents.</i></p> <p><i>Note 8.— Section II, Chapter 1 contains requirements for States regarding the use of voice, image and/or data recordings and transcripts.</i></p>								
4.7.1	<p>4.7.1 Flight data recorders and aircraft data recording systems</p> <p><i>Note.— Parameters to be recorded are listed in Table A4-1 of Appendix 4.</i></p>	AMC1.NCC.I DE.H.165	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
4.7.1.1.1	<p>4.7.1.1 <i>Applicability</i></p> <p>4.7.1.1.1 All helicopters of a maximum</p>	R.(EU) 965/2012:NC C.IDE.H.165 pt.	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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			Yes							
			No	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				

	certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2016 shall be equipped with an FDR which shall record at least the first 48 parameters listed in Table A4-1 of Appendix 4.	(a)								
4.7.1.1.2	4.7.1.1.2 All helicopters of a maximum certificated take-off mass of over 7 000 kg, or having a passenger seating configuration of more than nineteen, for which the individual certificate of airworthiness is first issued on or after 1 January 1989, shall be equipped with an FDR which shall record at least the first 30 parameters listed in Table A4-1 of Appendix 4.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented.	
4.7.1.1.3	4.7.1.1.3 Recommendation. — All helicopters of a maximum certificated take-off mass of over 3 175 kg, up to and including 7 000 kg, for which the individual certificate of airworthiness is first issued on or after 1 January 1989, should be equipped with an FDR which should record at least the first 15 parameters listed in Table A4-1 of Appendix 4.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Not implemented.
4.7.1.2	4.7.1.2 <i>Recording technology</i> FDRs shall not use engraving metal foil, frequency modulation (FM), photographic film or magnetic tape.	R.(EU) 965/2012:NC C.IDE.H.165 pt. (a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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			Yes							
			No	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				

4.7.1.3	4.7.1.3 <i>Duration</i> All FDRs shall retain the information recorded during at least the last 10 hours of their operation.	R.(EU) 965/2012:NC C.IDE.H.165 pt. (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.7.2.1.1	4.7.2 Cockpit voice recorders and cockpit audio recording systems 4.7.2.1 <i>Applicability</i> 4.7.2.1.1 All helicopters of a maximum certificated take-off mass of over 7 000 kg shall be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed shall be recorded on the CVR.	R.(EU) 965/2012:NC C IDE.H.160	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. Implemented only to helicopters for which the individual CofA was first issued on or after 1 Jan. 2016.	
4.7.2.1.2	4.7.2.1.2 Recommendation. — <i>All helicopters of a maximum certificated take-off mass of over 3 175 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1987 should be equipped with a CVR. For helicopters not equipped with an FDR, at least main rotor speed should be recorded on</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Not implemented.

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	<i>the CVR.</i>								
4.7.2.2	4.7.2.2 <i>Recording technology</i> CVRs shall not use magnetic tape or wire.	R.(EU) 965/2012:NC C.IDE.H.160; AMC1 NCC.IDE.H.160	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
4.7.2.3	4.7.2.3 <i>Duration</i> All helicopters required to be equipped with a CVR shall be equipped with a CVR which shall retain the information recorded during at least the last two hours of its operation.	R.(EU) 965/2012:NC C.IDE.H.160 pt. (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
4.7.3.1.1	4.7.3 Data link recorders 4.7.3.1 <i>Applicability</i> 4.7.3.1.1 All helicopters for which the individual certificate of airworthiness is first issued on or after 1 January 2016, which use any of the data link	R.(EU) 965/2012:NC C.IDE.H.170; AMC1 NCC.IDE.H.170	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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			Level of implementation of SARPs						
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	communications applications referred to in 5.1.2 of Appendix 4 and are required to carry a CVR, shall record the data link communications messages on a crash-protected flight recorder.									
4.7.3.1.2	<p>4.7.3.1.2 All helicopters 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 4, shall record the data link communications messages on a crash-protected flight recorder unless the data link communications equipment is compliant with a type design or aircraft modification first approved prior to 1 January 2016.</p> <p><i>Note 1.— Refer to Table F-4 in Attachment F for examples of data link communication recording requirements.</i></p> <p><i>Note 2.— A Class B AIR could be a means for recording data link communications applications messages to and from the helicopters where it is not practical or is prohibitively expensive to record those data link communications applications messages on FDR or CVR.</i></p> <p><i>Note 3.— The “aircraft modifications” refer to modifications to install the data link communications equipment on the aircraft (e.g. structural, wiring).</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.03 92.

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
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4.7.3.1.3	4.7.3.1.3 Recommendation. — <i>All helicopters 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 4, should record the data link communications messages on a crash-protected flight recorder.</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Not implemented. EASA will assess the transposition of this new recommendation in the European rules in its standing rulemaking task on the regular update of the air operations rules RMT.03 92.
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4.7.3.2	4.7.3.2 <i>Duration</i> The minimum recording duration shall be equal to the duration of the CVR.	R.(EU) 965/2012:NC C.IDE.H.170 pt. (c);AMC1 NCC.IDE.H.170	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.7.3.3	4.7.3.3 <i>Correlation</i> Data link recording shall be able to be correlated to the recorded cockpit audio.	R.(EU) 965/2012:NC C.IDE.H.170 pt. (a)(2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		It is required to record 'information on the time and priority of data link messages'. This is considered sufficient to correlate with the CVR recording				

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

4.7.4.1	4.7.4 Flight recorders — general 4.7.4.1 <i>Construction and installation</i> 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.	R.(EU) 748/2012:Annex I (Part 21):21.A.101; 21.A.605; 21.B.70;21.B.80;CS 27 & CS 29ETSOs:C123 (CVR), C124 (FDR), C176 (AIR), C177 (DLR),	<input checked="" type="checkbox"/>	<input type="checkbox"/>	g.	For installation design requirements, refer to applicable certification specifications (CS-27 and CS-29). For equipment design requirements, refer to applicable ETSOs (C123 for CVR,				
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				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				

										C124 for FDR, C176 for AIR, C177 for DLR.)
4.7.4.2.1	4.7.4.2 <i>Operation</i> 4.7.4.2.1 Flight recorders shall not be switched off during flight time.	R.(EU) 965/2012:NC C.GEN.106 pt. (a)(9)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.7.4.2.2	4.7.4.2.2 To preserve flight recorder records, flight recorders shall be deactivated upon completion of flight time following an accident or incident. The flight recorders shall not be reactivated before their disposition as determined in accordance with Annex 13. <i>Note 1.— The need for removal of the flight recorder records from the aircraft will be determined by the investigation authority in the State conducting the investigation with due regard to the seriousness of an occurrence and the circumstances, including the impact on the operation.</i>	R.(EU) 965/2012:NC C.GEN.106 pt. (a)(9)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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				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				

	<i>Note 2.— The operator/owner’s responsibilities regarding the retention of flight recorder records are contained in Section II, Chapter 9, 9.6.</i>									
4.7.4.3	<p>4.7.4.3 <i>Continued serviceability</i></p> <p>Operational checks and evaluations of recordings from the flight recorder systems shall be conducted to ensure the continued serviceability of the recorders.</p> <p><i>Note.— Procedures for the inspections of the flight recorder systems are given in Appendix 4.</i></p>	R.(EU) 965/2012:NC C.GEN.145 pt.(b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4.7.4.4	<p>4.7.4.4 <i>Flight recorders electronic documentation</i></p> <p>Recommendation.— <i>The documentation requirement concerning FDR parameters provided by operator/owner to accident investigation authorities should be in electronic format and take account of industry specifications.</i></p> <p><i>Note.— Industry specification for documentation concerning flight recorder parameters may be found in the ARINC 647A, Flight Recorder Electronic Documentation, or equivalent document.</i></p>	R.(EU) 965/2012:NC C.GEN.145 pt.(b)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		It is not required that the FDR documentation is in electronic format.

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				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				
Annex Standard or Recommended Practice										

4.8.1	<p>4.8 Emergency locator transmitter (ELT)</p> <p>4.8.1 From 1 July 2008, all helicopters operating in performance Class 1 and 2 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.3.1 a), with at least one automatic ELT and one ELT(S) in a raft or life jacket.</p>	R.(EU) 965/2012:NC C.IDE.H.227 pt. (b)(3);NCC.IDE.H.215;NCO.IDE.H.170;NCO.IDE.H.175;SPA.HOFO.165 pt. (f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		One ELT(S) in each life raft. In addition, 1 ELT(A D) for NCC offshore over hostile waters.				
4.8.2	<p>4.8.2 From 1 July 2008, all helicopters operating in performance Class 3 shall be equipped with at least one automatic ELT and, when operating on flights over water as described in 4.3.1 b), with at least one automatic ELT and one ELT(S) in a raft or life jacket.</p>	R.(EU) 965/2012:NC C.IDE.H.227 pt. (b)(3);NCC.IDE.H.215;NCO.IDE.H.170;NCO.IDE.H.175;SPA.HOFO.165 pt. (f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		One ELT(S) in each life raft. In addition, 1 ELT(A D) for NCC offshore over hostile waters.				

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			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

4.8.3	<p>4.8.3 ELT equipment carried to satisfy the requirements of 4.8.1 and 4.8.2 shall operate in accordance with the relevant provisions of Annex 10, Volume III.</p> <p><i>Note.— The judicious choice of numbers of ELTs, their type and placement on aircraft and associated floatable life support systems will ensure the greatest chance of ELT activation in the event of an accident for aircraft operating over water or land, including areas especially difficult for search and rescue. Placement of transmitter units is a vital factor in ensuring optimal crash and fire protection. The placement of the control and switching devices (activation monitors) of automatic fixed ELTs and their associated operational procedures will also take into consideration the need for rapid detection of inadvertent activation and convenient manual switching by crew members.</i></p>	R.(EU) 965/2012:NC C.IDE.H.215; NCO.IDE.H.170; AMC2 NCC.IDE.H.215; AMC2 NCO.IDE.H.170	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.9.1	<p>4.9 Helicopters required to be equipped with a pressure-altitude reporting transponder</p> <p>4.9.1 From 1 January 2003, unless exempted by the appropriate authorities, all helicopters shall be</p>	R.(EU) 965/2012:NC O.IDE.H.200; NCC.IDE.H.255;AMC1 NCC.IDE.H.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
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	equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV.	55; AMC1 NCO.IDE.H.200								
4.9.2	<p>4.9.2 Recommendation.— <i>All helicopters should be equipped with a pressure-altitude reporting transponder which operates in accordance with the relevant provisions of Annex 10, Volume IV.</i></p> <p><i>Note.</i>— <i>The provisions in 4.9.1 and 4.9.2 are intended to support the effectiveness of ACAS as well as to improve the effectiveness of air traffic services. Effective dates for carriage requirements of ACAS are contained in Annex 6, Part I, 6.19.1 and 6.19.2. The intent is also for aircraft not equipped with pressure-altitude reporting transponders to be operated so as not to share airspace used by aircraft equipped with airborne collision avoidance systems. To this end, exemptions from the carriage requirement for pressure-altitude reporting transponders could be given by designating airspace where such carriage is not required.</i></p>	R.(EU) 965/2012:NC O.IDE.H.200; NCC.IDE.H.255;AMC1 NCO.IDE.H.200; AMC1 NCC.IDE.H.25	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
4.10.1	<p>4.10 Microphones</p> <p>Recommendation.— <i>All flight crew members required to be on flight deck duty should communicate</i></p>	R.(EU) 965/2012:NC C.IDE.H.240; NCC.IDE.H.155;NCO.IDE.	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			No	Yes						Significant Difference
				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				

	<i>through boom or throat microphones.</i>	H.135;AMC1 NCC.IDE.H.1 55;AMC1 NCC.IDE.H.2 40							
4.11	<p>4.11 Helicopters equipped with automatic landing systems, a head-up display (HUD) or equivalent displays, enhanced vision systems (EVS), synthetic vision systems (SVS) and/or combined vision systems (CVS)</p> <p>Notwithstanding Chapter 2, 2.2.1.1 to 2.2.1.3, where helicopters are equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, or any combination of those systems into a hybrid system, criteria for the use of such systems for the safe operation of a helicopter shall be established by the State of Registry.</p> <p><i>Note 1.— Information regarding automatic landing systems, HUD or equivalent displays, EVS, SVS or CVS, is contained in the Manual of All-Weather Operations (Doc 9365).</i></p> <p><i>Note 2.— Automatic landing system — helicopter is an automatic approach using airborne systems that provide automatic control of the flight path, to a point aligned with the landing surface, from which the pilot can transition to a safe landing by means of</i></p>	Reg. (EU) 965/2012: SPA.LVO.100 AMC3 SPA.LVO.100 (c); AMC7 SPA.LVO.105(c); AMC2 SPA.LVO.105(g); AMC1 SPA.LVO.110 points (p) to (t); AMC2 SPA.LVO.120 (a); AMC3 SPA.LVO.120 (b); AMC6 SPA.LVO.120 (b); AMC7 SPA.LVO.120 (b);	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<i>natural vision without the use of automatic control</i>									
4.12	4.12 Electronic flight bags (EFBs) <i>Note.— Guidance on EFB equipment, functions and specific approval is contained in the Manual on Electronic Flight Bags (EFBs) (Doc 10020).</i>	NCC.GEN.130 Reg. (EU) 965/2012	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	NCC.GEN.130 and NCO.GEN.125 only address the potential effect on the performance of the aircraft system and not on the ability to operate the helicopter.	Rulemaking task 0601 will address the issue.
4.12.1	4.12.1 EFB equipment Where portable EFBs are used on board a helicopter, the pilot-in-command and the owner shall ensure that they do not affect the performance of the helicopter systems, equipment or the ability to operate the helicopter.	R.(EU) 965/2012:NC C.GEN.130; NCC.GEN.131;NCO.GEN.125	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

4.12.2.1	<p>4.12.2 EFB functions</p> <p>4.12.2.1 Where EFBs are used on board a helicopter, the pilot-in-command and/or the owner shall:</p> <p>a) assess the safety risk(s) associated with each EFB function;</p> <p>b) establish the procedures for the use of, and training requirements for, the device and each EFB function; and</p> <p>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.</p> <p><i>Note.— Guidance on safety risk assessments is contained in the Safety Management Manual (Doc 9859).</i></p>	R.(EU) 965/2012:NC C.GEN.131; NCO.GEN.125;AMCs to NCC.GEN.131;AMCs to NCO.GEN.125	<input checked="" type="checkbox"/>	<input type="checkbox"/>		NCO: The level of protection is equivalent considering the type of operations (NCO vs NCC).The EASA rules have been adapted to the intrinsic characteristics of NCO operators. The level of protection				
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Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

										n is equivalent and consistent with the guidelines of ICAO Doc 10020 Chap 8.
4.12.2.2	4.12.2.2 The State of the Registry shall issue a specific approval for the operational use of EFB functions to be used for the safe operation of helicopters.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented. The EU rules do not require a specific approval in the case of NCC operators.	The transposition of a specific approval will be assessed in EASA rulemaking task RMT.03 92.

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			No	Yes						Significant Difference
				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				

4.12.3	<p>4.12.3 EFB specific approval</p> <p>When issuing a specific approval for the operational use of EFBs, the State of Registry shall ensure that:</p> <p>a) the EFB equipment and its associated installation hardware, including interaction with helicopter systems if applicable, meet the appropriate airworthiness certification requirements;</p> <p>b) the owner has assessed the risks associated with the operations supported by the EFB function(s);</p> <p>c) the owner has established requirements for redundancy of the information (if appropriate) contained and displayed by the EFB function(s);</p> <p>d) the owner has established and documented procedures for the management of the EFB function(s) including any databases it may use; and</p> <p>e) the owner has established and documented the procedures for the use of, and training requirements for, the EFB function(s).</p> <p><i>Note.— Guidance on safety risk assessments is contained in the Safety Management Manual (Doc 9859).</i></p>	R.(EU) 965/2012:NC C.GEN.131; NCO.GEN.125;AMCs to NCC.GEN.131;AMCs to NCO.GEN.125	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented. A specific approval is not required for NCC or NCO operators using EFB applications. Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those	NCO: The level of protection is equivalent considering the type of operations (NCO vs NCC).The EASA rules have been adapted to the intrinsic characteristics of NCO operators. The level of protection is
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Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25 OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS Annex Standard or Recommended Practice	State Reference	Difference				Not Applicable	Details of Difference	Remarks
			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

									criteria.	equivalent and consistent with the guidelines of ICAO Doc 10020 Chap 8.
4.13.1	<p>4.13 HELICOPTER OPERATED UNDER AN ARTICLE 83 BIS AGREEMENT</p> <p><i>Note.— Guidance concerning the transfer of responsibilities by the State of Registry to the State of the principal location of a general aviation operator in accordance with Article 83 bis is contained in Doc 10059.</i></p> <p>4.13.1 A helicopter, when operating under an Article 83 bis agreement, entered into between the State of Registry and the State of the principal location of a general aviation 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</p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented	EASA will assess the transposition of this new standard in the European rules in its standing rulemaking task on the regular

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

	included. <i>Note.— Guidance regarding the agreement summary is contained in Doc 10059.</i>									update of the air operations rules (RMT.0 392).
4.13.2	4.13.2 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 by the State of Registry to the State of the principal location of a general aviation operator under the agreement, when conducting surveillance activities such as ramp checks. <i>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).</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

										(RMT.0 392).
4.13.3	<p>4.13.3 The agreement summary shall be transmitted to ICAO together with the Article 83 <i>bis</i> Agreement for registration with the ICAO Council by the State of Registry or the State of the principal location of a general aviation operator.</p> <p><i>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 4.13.1 will need to list only the specific aircraft carrying the copy.</i></p>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.0 392).
4.13.4	4.13.4 Recommendation. — <i>The agreement</i>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Not

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<i>summary should contain the information in Appendix 7 for the specific aircraft and should follow the layout of Appendix 7 paragraph 3.</i>									imple- nted. EASA will assess the transpo- sition of this new standard in the Europea n rules in its standing rulemaki ng task on the regular update of the air operatio ns rules (RMT.0 392).
5.1.1	CHAPTER 5. HELICOPTER COMMUNICATION, NAVIGATION AND SURVEILLANCE EQUIPMENT	R.(EU) 965/2012:NC O.IDE.H.190	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<p>5.1 Communication equipment</p> <p>5.1.1 A helicopter to be operated in accordance with IFR or at night shall be provided with radio communication equipment. Such equipment shall be capable of conducting two-way communication with those aeronautical stations and on those frequencies prescribed by the appropriate authority.</p> <p><i>Note.— The requirements of 5.1.1 are considered fulfilled if the ability to conduct the communications specified therein is established during radio propagation conditions which are normal for the route.</i></p>	pt.(a);NCC.IDE.H.245 pt.(a)								
5.1.2	5.1.2 When compliance with 5.1.1 requires that more than one communication equipment unit be provided, each shall be independent of the other or others to the extent that a failure in any one will not result in failure of any other.	R.(EU) 965/2012:NC O.IDE.H.190 pt.(b);NCC.IDE.H.245 pt.(b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
5.1.3	5.1.3 A helicopter to be operated in accordance with VFR, but as a controlled flight, shall, unless exempted by the appropriate authority, be provided with radio communication equipment capable of conducting	R.(EU) 965/2012:NC O.IDE.H.190 pt.(a);NCC.I	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			No	Yes						Significant Difference
				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				

	two-way communication at any time during flight with such aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.	DE.H.245 pt.(a)								
5.1.4	5.1.4 A helicopter to be operated on a flight to which the provisions of 4.3 or 4.4 apply shall, unless exempted by the appropriate authority, be provided with radio communication equipment capable of conducting two-way communication at any time during flight with such aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.	R.(EU) 965/2012:NC O.IDE.H.190 pt.(a);NCC.I DE.H.245 pt.(a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.1.5	5.1.5 Recommendation. — <i>The radio communication equipment required in accordance with 5.1.1 to 5.1.4 should provide for communication on the aeronautical emergency frequency 121.5 MHz.</i>	R.(EU) 965/2012:NC O.IDE.H.190 pt.(b);NCC.I DE.H.245 pt.(a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.1.6	5.1.6 For operations where communication equipment is required to meet an RCP specification for performance-based communication (PBC), a helicopter shall, in addition to the requirements specified in 5.1.1 to 5.1.5: a) be provided with communication equipment which will enable it to operate in accordance with the prescribed RCP specification(s);	R.(EU) 965/2012:NC C.IDE.H.245 pt.(a)NCC.ID E.H.250	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Not implemented	PBCS is not allowed to operations with helicopters in EU

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			No	Yes						Significant Difference
				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				

	<p>b) have information relevant to the helicopter RCP specification capabilities listed in the flight manual or other helicopter documentation, approved by the State of Design or State of Registry; and</p> <p>c) where the helicopter is operated in accordance with a MEL, have information relevant to the helicopter RCP specification capabilities included in the MEL.</p> <p><i>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).</i></p>								regulations	
5.1.7	5.1.7 The State of Registry shall establish criteria for operations where an RCP specification for PBC has been prescribed.	R.(EU) 965/2012:NC C.IDE.H.245 pt.(a)NCC.ID E.H.250	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character For NCC operators and for NCO operators using third-country registered aircraft,	Not applicable to NCO because such operations are not performed with aircraft used for

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			No	Yes						Significant Difference
				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				

									the State of Operator shall establish those criteria.	NCO.
5.1.8	<p>5.1.8 In establishing criteria for operations where an RCP specification for PBC has been prescribed, the State of Registry shall require that the operator/owner establish:</p> <p>a) normal and abnormal procedures, including contingency procedures;</p> <p>b) flight crew qualification and proficiency requirements, in accordance with appropriate RCP specifications;</p> <p>c) a training programme for relevant personnel consistent with the intended operations; and</p> <p>d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate RCP specifications.</p>	R.(EU) 965/2012:NC C.IDE.H.245 pt.(a)NCC.ID E.H.250	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority.	Not applicable to NCO because such operations are not performed with aircraft used for NCO.
5.1.9	5.1.9 The State of Registry shall ensure that, in respect of those helicopters mentioned in 5.1.6, adequate provisions exist for:	R.(EU) 965/2012:NC C.IDE.H.245	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character.	Not applicable to

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<p>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</p> <p>b) taking immediate corrective action for individual helicopters, helicopter types or operators identified in such reports as not complying with the RCP specification(s).</p>	pt.(a)NCC.ID E.H.250							For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority.	NCO because such operations are not performed with aircraft used for NCO.
5.2.1	<p>5.2 Navigation equipment</p> <p>5.2.1 A helicopter shall be provided with navigation equipment which will enable it to proceed:</p> <p>a) in accordance with its flight plan; and</p> <p>b) in accordance with the requirements of air traffic services;</p> <p>except when, if not so precluded by the appropriate authority, navigation for flights under VFR is accomplished by visual reference to landmarks. For</p>	R.(EU) 965/2012:NC O.IDE.H.195; NCC.IDE.H.250 pt.(a)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	international general aviation, landmarks shall be located at least every 110 km (60 NM).									
5.2.2	<p>5.2.2 For operations where a navigation specification for performance-based navigation (PBN) has been prescribed, a helicopter shall, in addition to the requirements specified in 5.2.1:</p> <p>a) be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s);</p> <p>b) have information relevant to the helicopter navigation specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and</p> <p>c) where the helicopter is operated in accordance with a MEL, have information relevant to the helicopter navigation specification capabilities included in the MEL.</p> <p><i>Note.— Guidance on helicopter documentation is contained in the Performance-based Navigation (PBN) Manual (Doc 9613).</i></p>	R.(EU) 965/2012:SP A.PBN.105;N CO.OP.116; NCO.IDE.H. 195;AMC1 NCC.OP.116; AMC1 NCO.OP.116	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5.2.3	5.2.3 The State of Registry shall establish criteria for operations where a navigation specification for PBN has been prescribed.	R.(EU) 965/2012:NC O.OP.116;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character.	

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

		NCC.OP.116; SPA.PBN.105;AMC1 NCC.OP.116; AMC1 NCO.OP.116							For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.	
5.2.4	5.2.4 In establishing criteria for operations where a navigation specification for PBN has been prescribed, the State of Registry shall require that the operator/owner establish: a) normal and abnormal procedures, including contingency procedures; b) flight crew qualification and proficiency requirements, in accordance with the appropriate navigation specifications; c) training for relevant personnel	R.(EU) 965/2012:NC O.OP.116; NCC.OP.116; SPA.PBN.105;AMC1 NCC.OP.116; AMC1 NCO.OP.116	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character For NCC operators and for NCO operators using third-country registered aircraft,	

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				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				

	<p>consistent with the intended operations; and</p> <p>d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with the appropriate navigation specifications.</p> <p><i>Note 1.— Guidance on safety risks and mitigations for PBN operations, in accordance with Annex 19, are contained in the Performance-based Navigation (PBN) Operational Approval Manual (Doc 9997).</i></p> <p><i>Note 2.— Electronic navigation data management is an integral part of normal and abnormal procedures.</i></p>								the State of Operator is the competent authority.	
5.2.5	<p>5.2.5 The State of Registry shall issue a specific approval for operations based on PBN authorization required (AR) navigation specifications.</p> <p><i>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).</i></p>	R.(EU) 965/2012:SP A.PBN.100 pt.(a)ARO.O PS.240	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in characterF or NCC operatorsu sing aircraft registered in an EU Member State, the State of Operator shall issue	

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			No	Yes						Significant Difference
				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				

									the specific approval.	
5.2.6	<p>5.2.6 The helicopter shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the helicopter to navigate in accordance with 5.2.1 and, where applicable, 5.2.2.</p> <p><i>Note.— For international general aviation, this requirement may be met by means other than the duplication of equipment.</i></p>	R.(EU) 965/2012:NC C.IDE.H.250 pt. (b);NCO.IDE .H.195 pt. (b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
5.2.7	<p>5.2.7 On flights in which it is intended to land in instrument meteorological conditions, a helicopter shall be provided with appropriate navigation equipment providing guidance to a point from which a visual landing can be effected. This equipment shall be capable of providing such guidance at each heliport at which it is intended to land in instrument meteorological conditions and at any designated alternate heliports.</p>	R.(EU) 965/2012:NC C.IDE.H.250 pt. (c);NCO.IDE. H.195 pt. (c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
5.3.1	5.3 Surveillance equipment	R.(EU) 965/2012:NC	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	5.3.1 A helicopter shall be provided with surveillance equipment which will enable it to operate in accordance with the requirements of air traffic services.	C.IDE.H.255; NCO.IDE.H.200								
5.3.2	<p>5.3.2 For operations where surveillance equipment is required to meet an RSP specification for performance-based surveillance (PBS), a helicopter shall, in addition to the requirements specified in 5.3.1:</p> <p>a) be provided with surveillance equipment which will enable it to operate in accordance with the prescribed RSP specification(s);</p> <p>b) have information relevant to the helicopter RSP specification capabilities listed in the flight manual or other helicopter documentation approved by the State of Design or State of Registry; and</p> <p>c) where the helicopter is operated in accordance with a MEL, have information relevant to the helicopter RSP specification capabilities included in the MEL.</p> <p><i>Note 1.— Information on surveillance equipment is contained in the Aeronautical Surveillance Manual (Doc 9924).</i></p> <p><i>Note 2.— Information on RSP specifications for</i></p>	R.(EU) 965/2012:NC C.IDE.H.255; NCO.IDE.H.200	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exact or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

	<i>performance-based surveillance is contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).</i>									
5.3.3	5.3.3 The State of Registry shall establish criteria for operations where an RSP specification for PBS has been prescribed.	R.(EU) 965/2012:NC C.IDE.H.255; NCO.IDE.H.200	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator shall establish those criteria.	
5.3.4	5.3.4 In establishing criteria for operations where an RSP specification for PBS has been prescribed, the State of Registry shall require that the operator/owner establish:	R.(EU) 965/2012:NC C.IDE.H.255; NCO.IDE.H.200	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character For NCC operators	

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			Yes						
			Level of implementation of SARPs			Significant Difference			
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	<p>a) normal and abnormal procedures, including contingency procedures;</p> <p>b) flight crew qualification and proficiency requirements, in accordance with appropriate RSP specifications;</p> <p>c) a training programme for relevant personnel consistent with the intended operations; and</p> <p>d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with appropriate RSP specifications.</p>								and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority.	
5.3.5	<p>5.3.5 The State of Registry shall ensure that, in respect of those helicopters mentioned in 5.3.2, adequate provisions exist for:</p> <p>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</p> <p>b) taking immediate corrective action for individual helicopter, helicopter types or operators identified in such reports as not complying with the RSP specification(s).</p>	R.(EU) 965/2012:NC C.IDE.H.255; NCO.IDE.H.200	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character. For NCC operators and for NCO operators using third-country registered aircraft, the State of Operator is the	

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exact or Exceeds	B) Different in character or Other means of compliance				

									competent authority.	
6.1.1	<p>CHAPTER 6. HELICOPTER CONTINUING AIRWORTHINESS</p> <p><i>Note 1.— For the purpose of this chapter “helicopter” includes: engines, power transmissions, rotors, components, accessories, instruments, equipment and apparatus including emergency equipment.</i></p> <p><i>Note 2.— Guidance on continuing airworthiness requirements is contained in the Airworthiness Manual (Doc 9760).</i></p> <p>6.1 OPERATOR’S CONTINUING AIRWORTHINESS responsibilities</p> <p>6.1.1 The owner of a helicopter, or in the case where it is leased, the lessee, shall ensure that:</p> <p>a) the helicopter is maintained in an airworthy condition;</p>	R.(EU) 1321/2014:M.A.201(a) and (h);ML.A.201(a)CAMO.A.300(a)11;CAMO.A.300(b); CAMO.A.200(a)6; CAO.A.025(a)10 CAO.A.100(b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The EASA requirement contains provisions in M.A.201 (a)(2) for unserviceable equipment which should be identified.				

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice	No								

	<p>b) the operational and emergency equipment necessary for the intended flight is serviceable;</p> <p>c) the certificate of airworthiness of the helicopter remains valid; and</p> <p>d) the maintenance of the helicopter is performed in accordance with a maintenance programme acceptable to the State of Registry.</p>								
6.1.2	<p>6.1.2 The owner or the lessee shall not operate the helicopter unless maintenance on the helicopter, including any associated engine, rotor and part, is carried out:</p> <p>a) by an organization complying with Annex 8, Part II, Chapter 6 that is either approved by the State of Registry of the helicopter or is approved by another Contracting State and is accepted by the State of Registry; or</p> <p>b) by a person or organization in accordance with procedures that are authorized by the State of Registry;</p> <p>and there is a maintenance release in relation to the maintenance carried out.</p>	R.(EU) 1321/2014:M.A.201 (g);145.A.50 (a) and (b)M.A.801(b)AMC M.A.801(b)AMC M.A.801(f)ML.A.201(e)ML.A.801(b)AMC ML.A.801(e) CAO.A.065	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

6.2.1	<p>6.2 continuing airworthiness records</p> <p>6.2.1 The owner shall ensure that the following records are kept for the periods mentioned in 6.2.2:</p> <p>a) the total time in service hours, calendar time and cycles, as appropriate of the helicopter, and all life-limited components;</p> <p>b) the current status of compliance with all mandatory continuing airworthiness information;</p> <p>c) appropriate details of modifications and repairs to the helicopter;</p> <p>d) the time in service (hours, calendar time and cycles, as appropriate) since last overhaul of the helicopter or its components, subject to a mandatory overhaul life;</p> <p>e) the current status of the helicopter's compliance with the maintenance programme; and</p> <p>f) the detailed maintenance records to show that all requirements for signing of a maintenance release have been met.</p>	R.(EU) 1321/2014:M.A.305 (e)M.L.A.305 (e)CAO.A.090(b)4CAMO.A.220	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
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Annex Reference & SARP Identifier	European Union Aviation Safety Agency-Annex 6 Amendment 25	State Reference	Difference				Not Applicable	Details of Difference	Remarks
	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

6.2.2	6.2.2 The records in 6.2.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service, and the records in 6.2.1 f) for a minimum period of one year after the signing of the maintenance release.	R.(EU) 1321/2014:M.A.305 (h)ML.A.305 (h)CAO.A.090(b)4CAMO.A.220	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Retaining periods exceed requirements	
6.2.3	6.2.3 The lessee of a helicopter shall comply with the requirements of 6.2.1 and 6.2.2, as applicable, while the helicopter is leased.	R.(EU) 1321/2014:M.A.307 (a) and (c);M.A.201(b)ML.A.201(b)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
6.2.4	6.2.4 Records kept and transferred in accordance with 6.2 shall be maintained in a form and format that ensures readability, security and integrity of the records at all times. <i>Note 1.— The form and format of the records may include, for example, paper records, film records, electronic records or any combination thereof.</i> <i>Note 2.— Guidance regarding electronic aircraft continuing airworthiness records is included in the Airworthiness Manual (Doc 9760).</i>	R.(EU) 1321/2014:M.A.305M.A.307(a);AMC M.A.307(a)ML.A.305ML.A.307(a);CAO.A.090(d)(e)CAMO.A.220(d)(e)(f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			No	Level of implementation of SARPs					
				A) More Exacting or Exceeds	B) Different in character or Other means of compliance				
Annex Standard or Recommended Practice									

6.3	6.3 Continuing airworthiness information The owner of a helicopter over 3 175 kg maximum certificated take-off mass, or in the case where it is leased, the lessee, shall, as required by the State of Registry, ensure that the information resulting from maintenance and operational experience with respect to continuing airworthiness is transmitted as required by Annex 8, Part II, 4.2.3.1 f) and 4.2.4.	R.(EU) 1321/2014:M.A.305M.A.307(a);AMC M.A.307(a)ML.A.305ML.A.307(a);CAO.A.090(d)(e)CAMO.A.220(d)(e)(f)	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.4	6.4 Modifications and repairs All modifications and repairs shall comply with airworthiness requirements acceptable to the State of Registry. Procedures shall be established to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.	R.(EU) 1321/2014:M.A.301(6);M.A.304;AMC M.A.305(d)M.A.305(d)(2);ML.A.301(6);ML.A.304;ML.A.305(d)2CAO.A.025(10)CAMO.A.315(b)3	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
6.5.1	6.5 Maintenance release 6.5.1 When maintenance is carried out by an	R.(EU) 1321/2014:145.A.50(a) and (b);145.A.50(c)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The term 'certificate of				

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			No	Yes						Significant Difference
				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				

	approved maintenance organization, the maintenance release shall be issued by the approved maintenance organization in accordance with the provisions of Annex 8, Part II, 6.8.	d);M.A.612M.A.613(a)M.A.801;M.A.612;M.A.613(a);M.A.801;M.A.802;ML.A.801;ML.A.802;CAO.A.065 CAO.A.070								release to service' (CRS) is used instead of maintenance release. Part-M subpart F can be applied until 8-7-2021.
6.5.2	6.5.2 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 data and procedures acceptable to the State of Registry.	R.(EU) 1321/2014:M.A.801;M.A.802;M.A.803 ML.A.801;ML.A.803;ML.A.801(b)2;CAO.A.065CAO.A.070	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Partially implemented.Maintenance and release to service by a person can be performed by Part-MF, or Part-CAO	

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

									or by a pilot/owner after limited pilot/owner maintenance	
6.5.3	<p>6.5.3 When maintenance is not carried out by an approved maintenance organization, the maintenance release shall include the following:</p> <p>a) basic details of the maintenance carried out;</p> <p>b) the date such maintenance was completed; and</p> <p>c) the identity of the person or persons signing the release.</p>	Reg. (EU) 1321/2014:145.A.50(a);Appendix II to Part M;M.A.801(f);AMC 145.A.50(b); AMC M.A.801(f)(2)ML.A.801(e);	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
7.1	CHAPTER 7. HELICOPTER FLIGHT CREW	R.(EU) 2018/1139:Art. 21On maintained	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Different in character For NCC	Fully implemented for NCC.Fo

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			Yes			Significant Difference			
			Level of implementation of SARPs						
			No	A) More Exacting or Exceeds	B) Different in character or Other means of compliance				

	<p>7.1 Qualifications</p> <p>The pilot-in-command shall ensure that the licences of each flight crew member have been issued or rendered valid by the State of Registry, and are properly rated and of current validity, and shall be satisfied that flight crew members have maintained competence.</p> <p><i>Note.— Information for pilots on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS and knowledge of these differences is important for safety reasons.</i></p>	<p>competency: Annex IV: pt. 1.c.2 and 1.e.2.R.(EU) 2020/723:Art. 1 R.(EU) 965/2012:OR O.FC.100 pt. (c);R.(EU) 1178/2011:F CL.740 and 740(h)</p>							<p>operators and for NCO operators using third-country registered aircraft, the State of Operator is the competent authority issuing or validating the licences.</p>	<p>r NCO the PIC is the only licensed flight crew member. Reg.(EU) 2020/723 addresses acceptance of third-country licences.</p>
7.2	<p>7.2 Composition of the flight crew</p> <p>The number and composition of the flight crew shall not be less than that specified in the flight manual or other documents associated with the certificate of airworthiness.</p>	<p>R.(EU) 2018/1139:Annex V (7.1). R.(EU) 965/2012:OR O.FC.100 pts. (a),(b),(c),(e); NCC.GEN.106 pt.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

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	OPERATION OF AIRCRAFT - PART III INTERNATIONAL OPERATIONS - HELICOPTERS		Yes			Significant Difference			
			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				
Annex Standard or Recommended Practice	No								
		(a)(4);NCO.G EN.105 pt. (a)(4)							