

A: Rule	B: Summary of comments	C: Reason for change, remarks
HEADSETS		
<p>1. A headset consists of a communication device which includes two earphones to receive and a microphone to transmit audio signals to the aircraft's communication system. To comply with the minimum performance requirements, the earphones and microphone should match the communication system's characteristics and the cockpit environment. The headset should be adequately adjustable in order to fit the pilot's head. Headset boom microphones should be of the noise cancelling type.</p>		
<p>2. If the intention is to utilise noise cancelling earphones, the operator should ensure that the earphones do not attenuate any aural warnings or sounds necessary for alerting the flight crew on matters related to the safe operation of the aircraft.</p>		
<p>GM OPS.GEN.515(b) and OPS.GEN.520(a) Microphones - Aeroplanes and Helicopters and Flight Crew interphone system</p>		
HEADSETS		
<p>The term 'headset' includes any aviation helmet incorporating headphones and microphone worn by a flight crew member.</p>		
<p>AMC OPS.GEN.520 Flight Crew interphone system</p>		
GENERAL		
<p>The flight crew interphone system should not be of a handheld type.</p>		

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GM OPS.GEN.525(b) Communication equipment		
AERONAUTICAL EMERGENCY FREQUENCY		
The aeronautical emergency frequency is 121.5 MHz.		
AMC OPS.GEN.530 Pressure-altitude-reporting transponder		
GENERAL		
1. The SSR transponder of aircraft being operated under European air traffic control should comply with any applicable Single European Sky legislation.		
2. If the Single European Sky legislation is not applicable, the SSR transponder should operate in accordance with the relevant provisions of Volume IV of ICAO Annex 10.		
3. The SSR transponder may have additional capabilities, if so required by the applicable airspace requirements.	IND: This has a double standard. The requirement is for the additional SSR facilities to be carried when required by the airspace. The statement then gives the option of carriage. Incorrect use of the word 'may' creates	Provision has been upgraded to IR level and wording clarified.

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	this problem. The wording should be "The airspace may require additional SSR transponder capabilities."	
AMC OPS.GEN.535(a) Navigation equipment		
VISUAL REFERENCE TO LANDMARKS		
Navigation for flight under visual flight rules may be accomplished by visual reference to landmarks.		
GM OPS.GEN.535(a)(2) Navigation equipment		
APPLICABLE AIRSPACE REQUIREMENTS		
For aircraft being operated under European air traffic control, the applicable airspace requirements include the Single European Sky legislation.		
GM OPS.GEN.535(b) Navigation equipment		
NUMBER OF NAVIGATION EQUIPMENTS		
The requirement in OPS.GEN.535(b) may be met by means other than the duplication of equipment.	The GM is vague and does not offer any guidance. It can be deleted.	Accepted. GM has been deleted.

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AMC OPS.GEN.540.A(b) Electronic Navigation Data Management - complex motor-powered aeroplanes		Not transposed, beyond the scope of Part-NCO.
NAVIGATION DATA PRODUCTS NEEDED FOR OPERATIONS IN ACCORDANCE WITH OPS.SPA		
1. When an operator of a complex motor-powered aeroplane uses a navigation database which supports an airborne navigation application as a primary means of navigation, the navigation database supplier should hold a Type 2 Letter of Acceptance (LoA), or equivalent.		
2. If this airborne navigation application is needed for an operation requiring a specific approval in accordance with OPS.SPA, the operator's procedures should be based upon the Type 2 LoA acceptance process.		
3. A Type 2 LoA is issued by the Agency in accordance with the Agency's Opinion Nr. 01/2005 on The Acceptance of Navigation Database Suppliers (hereinafter referred to as the Agency's Opinion Nr. 01/2005). The definitions of navigation database, navigation database supplier, data application integrator, Type 1 LoA and Type 2 LoA can be found in the Agency's Opinion Nr. 01/2005.		
4. Equivalent to a Type 2 LoA is the FAA Type 2 LoA, issued in accordance with the Federal Aviation Administration (FAA) Advisory Circular AC 20-153 , and the Transport Canada Civil Aviation (TCCA) 'Acknowledgement Letter of an Aeronautical Data Process' which uses the same basis.		
5. EUROCAE ED-76/Radio Technical Commission for Aeronautics (RTCA) DO-200A Standards for Processing Aeronautical Data contains guidance relating to the processes which the supplier may follow.		

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Section V - Manuals, Logs and Records		
AMC OPS.GEN.600 Documents and information to be carried on all aircraft		This IR has been adapted to fit NCO, purposes and has been downgraded to GM1-NCO.GEN.135
GENERAL		
1. In case of loss or theft of documents the operation may continue until the flight reaches the base or a place where a replacement document can be provided.		
2. The documents and information may be available in a form other than on printed paper. Accessibility, usability and reliability should be assured.		
3. For commercial air transport operations, if the competent authority has issued an English translation of the Noise Certificate, this should be carried as well.		This paragraph is amended to fit NCO operations.
4. The procedures and the visual signals for use by intercepting and intercepted aircraft are those contained in ICAO Annex 2. For non-commercial operators with complex motor-powered aircraft and commercial operators, this may be part of the operations manual.		
5. Any other documents that may be pertinent to the flight or required by the States concerned with the flight may include: <ul style="list-style-type: none"> a. the ground-air signal codes for search and rescue purposes; b. cargo and/or passenger manifests; and 		

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c. forms to comply with reporting requirements.		
AMC OPS.GEN.605 Documents and information to be carried on non-commercial flights with complex motor-powered aircraft and aircraft used in commercial operations		This AMC is not transposed as it is beyond the scope of Part-NCO
INFORMATION SEARCH AND RESCUE SERVICES AND OPERATIONS MANUAL		
1. The information pertinent to the intended flight concerning search and rescue services and should be easily accessible in the cockpit.		
2. Portions of the operations manual relevant to the duties of the crew should be easily accessible to the crew on board the aircraft.		
AMC OPS.GEN.605(a)(7) Documents and information to be carried on non-commercial flights with complex motor-powered aircraft and aircraft used in commercial operations		This AMC is not transposed as it is beyond the scope of Part-NCO
EQUIVALENT DOCUMENT		
For other than complex motor-powered aircraft, the Minimum Equipment List (MEL) may be in the form of an equivalent document as specified in accordance with Part-21.		
AMC OPS.GEN.610 Journey log book		This AMC has been adapted to fit NCO purposes. Title amended: AMC1-NCO.GEN.150

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		Journey Log
GENERAL		
1. The aircraft journey log book should contain the following items:		
<ul style="list-style-type: none"> a. aircraft registration; b. date; c. crew member names and duty assignments; d. departure and arrival points and times; e. purpose/nature of the flight; f. incidents, observations (if any); and g. signature of the pilot-in-command. 		
2. The journey log may be combined with the aircraft log book as required in M.A.305.		
3. The information or parts thereof may be retained in a form other than on printed paper. In such cases, an acceptable level of accessibility, usability and reliability should be assured.		
GM OPS.GEN.610 Journey log book		This GM is not transposed.
SERIES OF FLIGHTS		

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or reluctance to follow instructions.		
2. The pilot-in-command should consider preventive measures when the possibility of disruptive passenger behaviour is anticipated. Such measures could include, but are not limited to:		
<ul style="list-style-type: none"> a. communication with the potentially disruptive passenger in an effort to reduce the likelihood of disruptive behaviour; b. reseating a potentially disruptive passenger to an area where there is less risk of passenger interference; c. deny boarding to the potentially disruptive passenger or cancel the flight. 		