Part 91				Part 12			Requirement
01.1	1			A – Gen	eral	T	A12 - a b 2124
91.1	a		Applicability Unless stated otherwise, this Part applies to:	125.1			Applicability Where the approval of the Governor is required for general aviation operations using aircraft registered in the Territory, the operator shall:
					a b		hold an approval as described in Appendix A to this Part; and ensure that the requirements of Part 91 and this Par
		1	the owner, or where an aircraft is leased, the lessee			1	are applied to: an aeroplane with MTOM exceeding 5,700 kg;
		2	of an aircraft registered in the Territory, wherever such an aircraft may be; and all aircraft operating or navigating within the			2	an aeroplane equipped with one or more turbojet
			Territory; and the crew of all such aircraft.		+		engines; an aeroplane with a maximum approved passenger
							seating configuration of more than 9; a helicopter with MTOM exceeding 3,175 kg;
							a helicopter with a maximum approved passenger seating configuration of more than 5; three or more aircraft operated by an operator with pilots employed or engaged for the purpose of
						7	flying the aircraft; or any other general aviation operation specified by the Governor.
			Note 1: Additional requirements are applicable to General Aviation operations involving aircraft registered in the Territory of the classes or used in the cases identified in OTAR Part 125.				the Governor.
			Note 2: Commercial air transport operations involving aircraft registered in the Territory are subject to the additional requirements in OTAR Parts 119, 121 and 135, as applicable.				
			Note 3: Commercial air transport operations involving foreign-registered aircraft are subject to permission from the Secretary of State.				
91.5			Purpose	125.5			Purpose
	a		The requirements of this Part cover operation and piloting of aircraft, the arrangements for the planning and preparation for flight, and the maintenance and equipment of aircraft.				
	b		These Requirements constitute Instructions given by the Governor under article 74 of the Air Navigation (Overseas Territories) Order 2013 ("the Order") in exercise of his powers under section 57 of the Civil Aviation Act 1949 as extended to the Territories by the Civil Aviation Act 1949 (Overseas Territories) Order 1969. Failure to comply with these Instructions may constitute an offence under and in accordance with article 74 and the provisions of article 185(1) of the Order. These Requirements encompass and amplify many of the provisions of the Order, including the Rules of the Air set out in Schedule 4 to the Order. Therefore, failure to comply with these Requirements may:		а		These Requirements are not in themselves Law. Failure to comply may not constitute an offence. However, the Requirements repeat or reproduce many of the provisions of the Air Navigation (Overseas Territories) Order 2013 ("the Order"), including the Rules of the Air set out in Schedule 4 to the Order. Therefore, failure to comply with these Requirements may:
			constitute a breach of one or more provisions of the Order; and result in proceedings for breaches of the Order; or				constitute a breach of one or more provisions of the Order; and result in proceedings for breaches of the Order; or
			result in the refusal of an application for renewal				result in the refusal of an application or renewal of
		4	of an approval, certificate or licence; or result in action to suspend or revoke an approval, certificate or licence.			4	an approval, certificate or licence; or result in action to suspend or revoke an approval, certificate or licence.
	c		The Order establishes the basic legal obligations governing the operation and piloting of aircraft, the planning and preparation for flight and the maintenance and equipment of aircraft but specifies these obligations in rather general terms. Therefore article 5 of the Order requires the Governor to publish Requirements to augment, amplify and detail more precisely the manner in which these obligations shall be met. The Requirements are the means by which the operator of an aircraft or the pilot will be able to satisfy the Governor as to the fulfilment of the obligations in respect of the operation of an aircraft or their respective entitlement to hold an approval, permit, certificate or licence.		b		The Order details the legal obligations governing particular aviation operations. The Order specifies these obligations in rather general terms, therefore there is a provision in article 5 to the Order which requires the Governor to publish Requirements to augment, amplify and detail more precisely the manner in which these obligations shall be met. The Requirements are the means by which the operator will be able to satisfy the Governor as to the fulfilment of the obligations in respect of the activity or their entitlement to hold a certificate, licence or approval.

Part 91			Requirement	Part 125			Requirement
1 41 ()1	d		The issue of an approval, permit, certificate or	1 alt 123	c	I	The issue of an approval indicates only that the
			licence indicates only that the holder is considered				holder is considered competent to secure the safe
			competent to secure the safe operation of aircraft.				operation of an aircraft. The possession of such a
			The possession of such a document does not				document does not relieve the the operator of an
			relieve the operator of an aircraft, or the pilot-in- command, from the responsibility for compliance				aircraft, or the pilot-in-command, from the responsibility for compliance with the Order and
			with the Order and any other legislation in force.				any other legislation in force. Neither does it relies
			Neither does it relieve them of their responsibility				them of their responsibility for the safe conduct of
			for the safe conduct of any particular flight, as the				any particular flight, as the ultimate responsibility
			ultimate responsibility for the safety of flight operations always rests with the operator and the				for the safety of flight operations always rests with the operator and the pilot-in-command.
			pilot-in-command.				
91.10			Use of English			-	
	+		All documentation, written communications and			 	
			data (electronic or otherwise) for submission to the				
			Governor in support of an application for a				
			certificate, licence or approval shall be provided in English.		1	1	
91.15			Laws, requirements and procedures	125.15			Laws, requirements and procedures
	a		The holder of a certificate, licence, permit or				The operator shall ensure that all flight crew are
			approval shall take reasonable care to ensure that all persons employed, engaged, or contracted by				familiar with and comply with the laws, regulation and procedures necessary to a flight, including bu
			the holder to perform safety-related activities, are				not limited to the following:
			familiar with and comply with the laws,				
			regulations and procedures necessary to the				
	b		performance of their duties. The pilot-in-command shall comply with the laws,		a	 	the appropriate provisions of the Order; and
			regulations and procedures of those States in				arrange provisions of the Order, and
			which operations are conducted.		1.	<u> </u>	the Oversee Territe 1. A 1.1. D
	c		The pilot-in-command shall be familiar with the laws, regulations and procedures, pertinent to the		b		the Overseas Territories Aviation Requirements; and
			performance of his or her duties, prescribed for the				and
			areas to be traversed, the aerodromes to be used				
			and the air navigation facilities relating thereto.				
			The pilot-in- command shall ensure that other members of the flight crew are familiar with such				
			of these laws, regulations and procedures as are				
			pertinent to the performance of their respective				
			duties in the operation of the aircraft.				
					c		any applicable conditions on the operator's
							approval; and
					d		the procedures specified in the operator's required documentation; and
					e		such laws, regulations and procedures that may be
							relevant in those States in which the operation is t
							be conducted, including in particular those flight procedures and obstacle clearance criteria that ma
							differ from those established by PANS-OPS; and
					f		procedures required at any aerodrome planned to
							used as a destination or as an alternate, and
							procedures for air navigation facilities relating to such aerodromes.
91.20			More stringent requirements				Such actoriomes.
			The pilot-in-command of a Territory-registered				
	a		aircraft operating in: a foreign state; or			\vdash	
	b		international airspace under the control of a			<u> </u>	
			foreign State,			<u> </u>	
			shall comply with this Part unless the application of a more stringent operating and flight rule of that				
			State or of that airspace is required.				
91.25			Power to inspect				
			The holder of a certificate, licence, permit or approval shall ensure that any person authorised				
			by the Governor is allowed to board an aircraft,				
			unless in the reasonable opinion of the pilot-in-				
			command, the safety of the aircraft would thereby be endangered.				
01.30	1		Production of documentation and records			<u> </u>	
	a		The holder of a certificate, licence, permit or				
	+	1	approval shall:			<u> </u>	
		1	give, any person authorised by the Governor, access to any documentation relating to aircraft				
			operations and the safety of aircraft in flight; and				
		2	produce all such documentation and records, when				
			requested to do so by an authorised person, within				
					1		
	b		a reasonable period of time. The pilot in command shall, within a reasonable				
	b		a reasonable period of time. The pilot in command shall, within a reasonable period of time of being requested to do so by an				
	b		a reasonable period of time. The pilot in command shall, within a reasonable period of time of being requested to do so by an authorised person, produce to that person the				
91.35	b		a reasonable period of time. The pilot in command shall, within a reasonable period of time of being requested to do so by an				
91.35	b		a reasonable period of time. The pilot in command shall, within a reasonable period of time of being requested to do so by an authorised person, produce to that person the documentation required to be carried on board. Aircraft airworthiness Except as authorised by the Governor, an aircraft				
91.35			a reasonable period of time. The pilot in command shall, within a reasonable period of time of being requested to do so by an authorised person, produce to that person the documentation required to be carried on board. Aircraft airworthiness Except as authorised by the Governor, an aircraft shall not fly unless:				
91.35	b		a reasonable period of time. The pilot in command shall, within a reasonable period of time of being requested to do so by an authorised person, produce to that person the documentation required to be carried on board. Aircraft airworthiness Except as authorised by the Governor, an aircraft shall not fly unless: it has a valid certificate of airworthiness issued by				
91.35			a reasonable period of time. The pilot in command shall, within a reasonable period of time of being requested to do so by an authorised person, produce to that person the documentation required to be carried on board. Aircraft airworthiness Except as authorised by the Governor, an aircraft shall not fly unless:				

Part 91			Requirement	Part 125	5		Requirement
	c		the aircraft is operated in compliance with that				
01.40			document.				
91.40	+	-	Aircraft flight manual			-	
			An aircraft shall be operated in compliance with the operating limitations specified in the aircraft				
			flight manual, or an equivalent document				
			approved by the Governor.				
91.45			Documents to be carried	125.45			Documents to be carried
	a		A flight shall not be commenced unless the		a		Notwithstanding 91.45, the operator shall ensure
			following documents are carried:				that the following documents are carried on each flight:
		1	the valid certificate of airworthiness; and			1	the valid certificate of airworthiness; and
			the flight crew licences of each member of the				the flight crew licences of each member of the flig
			flight crew; and				crew; and
			the aircraft radio station licence; and				the aircraft radio station licence; and
		4	a noise certification document, if applicable; and			4	a noise certification document, if applicable; and
		5	a copy of any approvals, permissions,			5	a copy of any approvals, permissions, authorisation
			authorisations or exemptions relevant to the flight; and				or exemptions relevant to the flight; and
		6	a certified true copy of any transfer agreement under Article 83 bis of the Chicago Convention; and			6	a certified true copy of any transfer agreement under Article 83 bis of the Chicago Convention; and
		7	for an international flight:		†	 	unu
			certificate of registration; and			7	certificate of registration; and
			the journey log book or equivalent record; and				the journey log book or equivalent record; and
	b		Where such documents as required by paragraphs		b		Where such documents as required by paragraphs
			(a)(1), (a)(4) and (7)(i) are written in a language other than English, an English translation shall be provided.				(a)(1), (a)(4) and (7) are written in a language other than English, an English translation shall be provided.
	С		Before any flight is commenced the pilot-in-		С		Before any flight is commenced the pilot-in-
			command shall ensure that the documents listed in			1	command shall ensure that the documents listed in
			(a) are in force and will remain so for the duration of the flight.				(a) are in force and will remain so for the duration of the flight.
	d		The documents required by (a) shall be carried on		d	 	The documents required by (a) shall be carried on
		L	each flight except that:			<u> </u>	each flight except that:
		1	where the flight is intended to begin and end at the			1	where the flight is intended to begin and end at the
	+	_	same aerodrome; and		1	-	same aerodrome; and
			the aerodrome is located in a Territory; and the planned flight does not include passage over	 	+		the aerodrome is located in a Territory; and the planned flight does not include passage over the
		3	the planned flight does not include passage over the territory of any other State			3	the planned flight does not include passage over the territory of any other State
	1		the documents listed at (a) may be kept at the				the documents listed at (a) may be kept at the
			aerodrome of departure instead of being carried in			1	aerodrome of departure instead of being carried in
01 50		_	the aircraft.	125 50		 	the aircraft.
91.50	-	\vdash	Manuals to be carried A flight shall not be commenced unless the	125.50	-	 	Manuals to be carried Notwithstanding 91.50, the operator shall ensure
	а		following manuals are carried:		а		that the following manuals are carried on each flight:
		1	the flight manual for the aircraft, or equivalent document.			1	the flight manual for the aircraft, or equivalent document; and
						2	the operations manual, or those parts of it that app
		L				L -	to flight operations.
91.55			Additional information and forms to be carried	125.55			Additional information and forms to be carried
	a		A flight shall not be commenced unless the		a		Notwithstanding 91.55, the operator shall ensure
			following additional information or forms are				that the following additional information or forms
		1	carried: such documentation as will enable the pilot-in-	-	+	1	are carried on each flight: the operational flight plan; and
		Ĺ	command to record operational information; and			⊥ '	
			Note: This may include items such as the			2	the technical log; and
	4	_	operational flight plan, aircraft technical log etc.			_	Jetaila afaha filai ATG G' 1 / 1
	+			 	+		details of the filed ATS flight plan; and NOTAM and AIS briefing information appropriat
						4	to the operation; and
					1	5	meteorological information appropriate to the
							operation; and
		2	for an international flight, passenger and cargo			6	passenger and cargo manifests; and
	+	\vdash	manifests; and	 	+	7	notification of any dangerous goods; and
		3	current and suitable charts to cover the route of the	 	+		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				proposed flight and any route along which it is reasonable to expect that the flight may be diverte
	+		diverted; and Note: Charts may be any approved representation.				and Note: Charts may be any approved representation.
		4	essential data relating to the search and rescue facilities in the areas in which the flight will be operated including the ground-air signal codes; and			9	essential data relating to the search and rescue facilities in the areas in which the flight will be operated including the ground-air signal codes; an
		5	for an international flight, a copy of the notified procedures to be followed by the pilot-in-command of an intercepted aircraft, and the notified visual signals for use by intercepting and intercepted aircraft.			10	a copy of the notified procedures to be followed by the pilot-in-command of an intercepted aircraft, and the notified visual signals for use by intercepting and intercepted aircraft.
91.60			Correcting lenses				

Part 91			Requirement	Part 125		Requirement
I art /I	T		Any flight crew member assessed as fit to exercise	1 41 (123		Requirement
			the privileges of a licence subject to the use of			
			suitable correcting lenses, shall have a spare set of			
			spectacles readily available when exercising those privileges.			
91.65			Radio licences			
			Where an aircraft is fitted with radio transmitting			
			equipment, such equipment shall be operated only by crew members who are appropriately qualified.			
91.70			Ground operation of aircraft			
	a		An aeroplane shall not be taxied on the movement area of an aerodrome unless the person at the			
			controls is an appropriately qualified pilot or:			
		1	has been duly authorised and briefed by the		1	
		1	operator;			
			is fully competent to taxi the aeroplane			
		3	is qualified to use the radio telephone if radio			
		4	communications are required; and has received instruction from a competent person			
			in respect of aerodrome layout, and where			
			appropriate, information on routes, signs, marking, lights, ATC signals and instructions, phraseology			
			and procedures, and is able to conform to the			
			operational standards required for safe aeroplane			
	b	\vdash	movement at the aerodrome. A helicopter rotor shall not be turned under power,		1	
	ľ		for the purpose of flight, without a qualified pilot			
	\perp	-	at the controls.			
	c		A helicopter rotor shall not be turned under power, for other than purpose of flight unless the person			
			at the controls:			
			has been duly authorised and briefed; has been provided with training and procedures to			
		2	be followed.			
91.75			Portable electronic devices			
	a		No person may operate on any aircraft any mobile			
			or cell phone, computer or other electronic device that is designed to transmit or			
			capable of transmitting electromagnetic energy			
			otherwise than in accordance with the permission of the pilot-in-command of that aircraft.			
91.80			Flight instruction and testing			
			No person shall give flight instruction in an			
			aircraft, except a balloon, unless that aircraft is equipped with fully functioning dual controls.			
91.85			Common language	125.85		Common language
			The pilot-in-command shall ensure that:			The operator shall ensure that:
			flight crew members demonstrate the ability to speak and understand the language used for			all crew members have the ability to speak and understand the English language to the extent
			aeronautical radiotelephony communications to			necessary for effective communication to occur
			ICAO Operational Level (Level 4) of the ICAO			between flight crew and other crew members.
			Language Proficiency Rating Scale. Note 1: The ICAO Proficiency Rating Scale can			
			be found in ICAO Annex 1, "Licensing",			
			Attachment 1. Note 2: Details of ICAO SARPs for			
			communications procedures may be found in			
			ICAO Annex 10 Volume II,			
			"Communications Procedures".			
91.90			Information on emergency and survival equipment carried	125.90		Information on emergency and survival equipment carried
	a		The holder of a certificate, licence, permit or			The operator shall have available, for immediate
			approval shall have available, for immediate			communication to rescue co-ordination centres,
			communication to rescue co-ordination centres, information on the emergency and survival			information on the emergency and survival equipment carried on board each of its aircraft.
	1		equipment carried on board each of its aircraft.			
	b		For flights over-water the information shall, where such equipment is carried, include:			
		1	the number, colour, and type of life rafts; and			
			type of pyrotechnics carried; and			
		3	details of emergency medical supplies and water supplies; and			
		4	the type and operating frequencies of any			
91.95	-	-	emergency portable radio equipment. Stowage of baggage and cargo	125.95		Stowage of baggage and cargo
91.95	a		Baggage or cargo shall not be carried in an aircraft	125.95		The operator shall specify procedures to ensure that
	Ĭ		unless it is:			all baggage carried onto an aircraft and taken into
						the passenger cabin is adequately and securely
	+	1	stowed and restrained in accordance with any			stowed.
			instructions given in the aircraft flight manual; and			
	-	2	packaged to avoid injury to any person on board.			
	b	ť	The pilot-in-command shall not permit any			
	\bot	-	baggage or cargo carried to:			
		1	exceed the load limitation for the seats, berths, or floor structure as prescribed by the aircraft flight			
			manual, or by placards; or			

Part 91			Requirement	Part 12	5		Requirement
		2	be located in a position that restricts the access to				
_		2	or use of any required emergency exit; or				
		3	be located in a position where it may restrict access to any flight control or part of the aircraft				
ı			cockpit, or may restrict visibility of any flight				
			instrument.				
91.100			Carriage of dangerous goods	125.100			Carriage of dangerous goods
ı			Dangerous goods shall not be loaded on or carried in an aircraft unless:				The operator shall ensure that no dangerous goods
			in an aircraft unless:				are loaded or carried on an aircraft except in accordance with the approved procedures.
							accordance with the approved procedures.
	a		such dangerous goods are carried in accordance				
			with the approval in writing of the Governor; and				
	b		the conditions of carriage of dangerous goods				
91.105			meet the requirements of OTAR Part 92.	125.105			G. dan ef
91.105			Carriage of weapons and munitions of war A flight carrying weapons or munitions of war	125.105			Carriage of weapons and munitions of war The operator shall ensure that no weapons and
	a		shall be commenced only:				munitions of war are carried on an aircraft except in
							accordance with approved procedures.
		1	with the written permission of the Governor and in				
			accordance with any conditions contained in the				
	+	2	permission; and provided that details in writing of the:		+	-	
	+		type, mass or quantity of any such weapon or		+		
<u></u> _	\perp	L '	munitions; and	<u></u>			
	Ī	ii	any conditions of the permission for carriage; and				
	1		4.1.2.63		4	<u> </u>	
	1	iii	the location of the weapons or munitions;	 			
91.110	1		are carried on board the aircraft.	125.110	+		Carriage of sporting washens and ammuniti-
×1.110			Carriage of sporting weapons and ammunition	123,110			Carriage of sporting weapons and ammunition
	a		A flight, with sporting weapons on board, shall not				The operator shall ensure that:
			be commenced unless request for carrriage has				
 	 .	_	been made in advance.				- Artifecture described to
	b		Sporting weapon accepted for carriage shall be:		a		written details of any sporting weapons and/or amunition have been provided by the person
							requesting carriage of the item, before the item is
							taken on board the aircraft; and
		1	stowed in the aircraft in a place which is		b		the pilot-in-command is informed in writing of the
			inaccessible to passengers during flight; unless the				location, type, mass, and quantity of those items
			Governor has determined that compliance is				carried.
			impractical and accepted that other procedures might apply; and				
		2	unloaded in the case of firearms or other weapons				
<u> </u>			that can contain ammunition.				
			Note: Ammunition for sporting weapons may be				
			contained in baggage, subject to certain				
			limitations, in accordance with OTAR Part 92.	125.115			Electronic navigation data management
					a		The operator shall not use electronic navigation
					"		data products unless procedures have been
							approved by the Governor to ensure that:
						1	the process applied and the products delivered have
						2	met acceptable standards of integrity; and the products are compatible with the intended
							function of the equipment that will use them.
							Note: Guidance relating to the processes that data
							suppliers may follow is contained in RTCA
							DO200A/EUROCAE ED-76 and RTCA DO-
					b		201A/EUROCAE ED-77. The operator shall implement procedures to ensure
							the timely distribution and insertion of current and
1							unaltered electronic navigation data to all aircraft
01 120			Damandhilli			-	requiring such data.
91.120			Responsibilities of pilot-in-command The responsibilities of the pilot-in-command shall			 	
	a		The responsibilities of the pilot-in-command shall include:				
	1	1	the safety and security of all persons on board the		1		
			aircraft when the doors are closed;			<u> </u>	
		2	the operation and safety of the aircraft from the				
	ı		moment the aircraft has started its engine(s) for the				
		4	purpose of taking-off until the moment it finally				
			comes to rest at the end of the flight and the		1		
			comes to rest at the end of the flight and the engine(s) used as primary propulsion units are shut				
		2	engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped;				
		3	engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped; ensuring that a flight is not commenced if any				
		3	engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped; ensuring that a flight is not commenced if any flight crew member is prevented from performing				
		3	engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped; ensuring that a flight is not commenced if any flight crew member is prevented from performing his duties as a result of incapacitation by any cause such as injury, sickness, fatigue, or the effects of				
			engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped; ensuring that a flight is not commenced if any flight crew member is prevented from performing his duties as a result of incapacitation by any cause such as injury, sickness, fatigue, or the effects of alcohol or drugs;				
			engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped; ensuring that a flight is not commenced if any flight crew member is prevented from performing his duties as a result of incapacitation by any cause such as injury, sickness, fatigue, or the effects of alcohol or drugs; ensuring that a flight is not continued beyond the				
			engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped; ensuring that a flight is not commenced if any flight crew member is prevented from performing his duties as a result of incapacitation by any cause such as injury, sickness, fatigue, or the effects of alcohol or drugs; ensuring that a flight is not continued beyond the nearest suitable aerodrome or heliport when a				
			engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped; ensuring that a flight is not commenced if any flight crew member is prevented from performing his duties as a result of incapacitation by any cause such as injury, sickness, fatigue, or the effects of alcohol or drugs; ensuring that a flight is not continued beyond the nearest suitable aerodrome or heliport when a required flight crew member's capacity to perform				
			engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped; ensuring that a flight is not commenced if any flight crew member is prevented from performing his duties as a result of incapacitation by any cause such as injury, sickness, fatigue, or the effects of alcohol or drugs; ensuring that a flight is not continued beyond the nearest suitable aerodrome or heliport when a				
		4	engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped; ensuring that a flight is not commenced if any flight crew member is prevented from performing his duties as a result of incapacitation by any cause such as injury, sickness, fatigue, or the effects of alcohol or drugs; ensuring that a flight is not continued beyond the nearest suitable aerodrome or heliport when a required flight crew member's capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness, or lack of oxygen;				
		4	engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped; ensuring that a flight is not commenced if any flight crew member is prevented from performing his duties as a result of incapacitation by any cause such as injury, sickness, fatigue, or the effects of alcohol or drugs; ensuring that a flight is not continued beyond the nearest suitable aerodrome or heliport when a required flight crew member's capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness, or lack of oxygen; reporting all known or suspected defects in the				
		4 5	engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped; ensuring that a flight is not commenced if any flight crew member is prevented from performing his duties as a result of incapacitation by any cause such as injury, sickness, fatigue, or the effects of alcohol or drugs; ensuring that a flight is not continued beyond the nearest suitable aerodrome or heliport when a required flight crew member's capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness, or lack of oxygen;				

Part 91			Requirement	Part 125	Requirement
		7	preservation of flight recorder records and if		
			necessary the associated flight recorders if the aircraft has been involved in an accident or		
			incident;		
		8	notifying the appropriate local authority in the		
			event that an emergency situation that necessitates action in violation of local regulations or		
			procedures. The report shall be made as soon as		
			possible, but in any event, not later than 72 hours		
			after the incident. A copy of the report shall be		
		9	submitted to the Governor; the security of the aircraft during its operation; and		
			and security of the uncount during the operation, and		
		10	reporting any act of unlawful interference to the		
		11	Governor and to the designated local authority. ensuring that crew members follow procedures for		+ +
		11	the evaluation of, and dealing with travellers with		
			a suspected communicable disease, based on the		
			presence of a fever and certain other signs or symptoms.		
			symptoms.		
		12	In the event that a communicable disease is		
			suspected, report to ATC the following		
			information: a) Aircraft identification; b) Departure aerodrome; c) Destination aerodrome;		
			d) Estimated time of arrival; e) Number of persons		
			on board; f) Number of suspected case(s) on		
			board; and g) Nature of the public health risk, if		
01.120			known?		
91.130	-		Passenger briefing A flight shall not be commenced unless passengers		
	a		are made familiar with the location and use of:		
		1	seat belts or any other restraints;		
		2	emergency exits;		+ +
			lifejackets if required to be carried;		
		4	other emergency equipment provided for		
			individual use, including passenger emergency		
		5	briefing cards; flotation equipment, where carried; and		+ +
			* *		
		6	oxygen dispensing equipment, if required to be		
	b		carried for the use of passengers. All passengers shall be made aware of the		
			conditions under which smoking may be permitted.		
			All 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
	c		All persons on board the aircraft shall be made aware of the location and general manner of use of		
			the principal emergency equipment carried for use		
			by passengers. During take off and landing and during such other		<u> </u>
	d		times as may require it, all passengers on board the		
			aircraft shall be secured in their seats by means of		
			the seat belts or harnesses provided.		
	e		In the event of an emergency occurring during flight, all persons on board shall be instructed in		
			such emergency action as may be appropriate to		
04.1::			the circumstances.	10-21	
91.140			Use and preservation of flight recorders and records	125.140	Use and preservation of flight recorders and records
	a		On any flight on which one or more flight recorder		The operator shall ensure, by use of appropriate
			systems is required to be carried:		procedures, that the requirements of 91.140 are me
		1	in an aeroplane:		+ +
			flight recorders shall be operated continuously		+ +
			from the time the first engine is started for the		
			purpose of making a flight until the time the last engine is shut down after landing; and		
		ii	operational checks and evaluations of recordings		+ +
		-	from the flight recorder systems shall be		
			conducted in accordance with ICAO Annex 6 Part		
			I Appendix 8 or Part II Appendix 2.3 (as applicable), as specified in OTAR Part 39, to		
			ensure the continued serviceability of the		
		2	recorders.		
			in a helicopter: flight recorders shall be operated continuously		+ +
		'	from the time the rotors first turn for the purpose		
			of making a flight until the rotors are next stopped;		
			and operational checks and evaluations of recordings		
		11	from the flight recorder systems shall be		
			conducted in accordance with ICAO Annex 6 Part		
			III Appendix 5, as specified in OTAR Part 39, to		
			ensure the continued serviceability of the recorders.		

Part 91	Daquiroment	Part 125			Daguirament
1 411 71	Note: The checks referred to in (1)(ii) and (2)(ii) include, prior to the first flight of the day, that the built-in test features for the flight recorders and flight data acquisition unit (FDAU), when installed shall be monitored by manual and/or	rait 125			Requirement
b	installed, shall be monitored by manual and/or automatic checks. To preserve flight recorder records, flight recorders shall be de-activated upon completion of flight time following an accident or incident. The flight recorders shall not be re-activated before their disposition as determined in accordance with OTAR Part 13.				
c	In the event of an incident or accident, flight recorder records, and where possible the associated flight recorders, shall be retained in safe custody.				
d	Documentation concerning FDR and ADRS parameters that is provided to accident investigating authorities shall be in electronic format and take account of industry specifications.				
	Note: Industry specification for documentation concerning flight recorder parameters may be found in the ARINC 647A, Flight Recorder Electronic Documentation, or equivalent document.				
	Subpart B – Ope		roced	ures	
 	+	125.150	-		Operations manual The operator shall:
			a		provide an operations manual containing all the instructions and information necessary for operations personnel to perform their duties;
			b		ensure that all staff members have ready access to the operations manual, or to those parts of the operations manual that relate to their duties; and
			c		ensure that the relevant parts of the operations manual are carried on each flight.
91.155	Operational control	125.155			Operational control
	Except as otherwise specified by the operator, the pilot-in-command shall be responsible for operational control.				The pilot-in-command shall have responsibility for operational control.
					Note: Operational Control is 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.
		125.160			Duties of flight operations officer/flight
			a		dispatcher An operator should ensure that any person assigned as a flight operations officer/flight dispatcher is trained and maintains familiarization with all features of the operation which are pertinent to their duties, including knowledge skills related to Humar Factors.
					Note: 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 125.160, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight.
 	+	125.165			Competence of operations personnel The operator shall ensure that:
			а		all personnel assigned to, or directly involved in, ground and flight operations are properly instructed, have demonstrated their abilities in their particular duties and are aware of their responsibilities and the relationship of such duties to the operation as a whole.
					where contracted and sub-contract staff are used by the operator to carry out functions that relate to the safety of aircraft, the operator shall ensure that the relevant duties and accountabilities of those staff are clearly defined by the operator. The operator shall also ensure that the responsibilities of any contracting organisation and their staff are clearly defined and confirmed within the contract or agreement.
				i i	where operations personnel prepare an operational flight plan, those personnel: are trained and competent to perform the task; and
					are notified as soon as practicable of relevant changes in equipment, operating procedures or facilities, including: changes to the use of navigation aids, aerodromes, ATC procedures and regulations, local aerodrome traffic control rules, and known hazards to flight including potentially hazardous meteorological conditions and irregularities in ground and navigation facilities; and

Part 91		Requirement	Part 12:	5	Requirement
					iii have been provided, where necessary, with an aeroplane operating manual, for each aircraft type
			125.170		operated. Standard operating procedures
			123.170	a	The operator shall provide and include in the
				a	operations manual, standard operating procedures
					for the use of aircraft crew and other operating sta
					for every aircraft type operated.
				b	The standard operating procedures shall contain t
					normal, abnormal and emergency procedures
			105.155	+	relating to the operation of aircraft.
			125.175		Procedure compliance
					All operational personnel shall conform with the
					applicable procedures specified in the operations manual.
91.185		Pre-flight action	125.185	+	Pre-flight action
		The pilot-in-command shall, before beginning a		+	The operator shall ensure that before each flight,
		flight, obtain, become familiar with and act on a			information is available to the pilot-in-command
		information concerning that flight including the			complete the preparation for the intended operation
		following:			and to ensure the adequacy of the facilities.
	a	the current and forecast meteorological			
		information; and		4	
	b	the fuel and oil requirements for that flight; and			
	c	all relevant details of the planned load; and	_		
	d	the alternatives available if the flight cannot be			
		completed as planned; and	_	+	
	e	any known or likely traffic delays that have been	·		
	f	notified by ATS; and the status of the communication and navigation	\dashv	+	
		facilities intended to be used; and			
	g	the current conditions of the aerodrome or helip	ort	+	
	5	and runway lengths at aerodromes of intended u			
		and			
	h	all airspace restrictions that may apply on or			
		adjacent to the planned route and alternatives			
		available; and	_		
	i	any volcanic activity within the vicinity of the			
91.190		planned route. Flight preparation	125.190	+	Flight preparation
91.190		A flight shall not be commenced until the pilot i		+	The operator shall ensure, by use of appropriate
		command is satisfied that:	n		procedures, that no flight is commenced unless th
		command is satisfied that.			requirements of 91.190 have been satisfied.
	a	the aircraft is airworthy and in a condition for sa	fe		requirements of 71.170 have been suitshed.
		flight;			
	b	the documents, manuals and additional docume	nts		
		specified are on board the aircraft;			
	c	the instruments and equipment installed on the			
		aircraft are appropriate and in accordance with			
		Subpart F, taking into account the expected flight	nt		
	d	conditions; the instruments and equipment are in operable	_	+	
	u	condition except as provided in the MEL;			
	e	any necessary maintenance has been carried out	in	+	
		accordance with Subpart G;			
	f	the correct quantity and type of fuel has been			
		loaded on the aircraft;			
	g	the flight can be safely made in accordance with			
		any given performance data for the aircraft being	g	Ī	
	↓	operated;		4	1
	h	the mass of the aircraft and centre of gravity are		Ī	
		such that the flight can be conducted safely, taki account of the expected flight conditions;	ng	Ī	
	i	any load carried is properly distributed and safel	v	+	
	[secured;	´		
	j	the aircraft operating limitations, contained in the	e		
		flight manual, or equivalent, will not be exceeded		Ī	
		and			
			125.195		Operational flight plan
					The operator shall ensure that:
			1	a	an operational flight plan is completed for each
				1.	flight; and
				b	if the operational flight plan is prepared by a pers
				Ī	other than the pilot-in-command, the pilot-in-command is advised of the contents.
91.200		ATS flight plan	125.200	+	ATS flight plan
		A flight plan shall be submitted to an appropriat			An ATS flight plan shall be submitted to an
		ATS unit, or its designated agent, prior to the sta		Ī	appropriate ATS unit, or its designated agent, price
		of each flight under VFR that proceeds over wat		Ī	to each flight.
		more than 10 NM from shore, or is operating ov		Ī	
		any other remote or hazardous terrain.		Ī	
			_		
		Note: This is in addition to any requirement to f		Ī	
		an ATS flight plan contained in the Rules of the			
91.210		Air. Operating in icing conditions - ground		+	
91.41V		Operating in icing conditions - ground procedures			
		The pilot-in-command:	1	+	
				_	

Part 91			Requirement	Part 125		Requirement
	a		shall not operate an aircraft in conditions where		T	
			ground icing is known or suspected to be present,			
			unless the aircraft has been inspected for icing and			
			if necessary given such de-ice and anti-ice			
	h	-	treatment as may be required; shall at no time perform a take-off in an aircraft			
	b		that has snow, ice, or frost adhering to the wings,			
			rotors, stabilisers, or control surfaces; and			
	c		may only perform a take-off in an aircraft that has			
			frost adhering to a propeller, windscreen, or			
			powerplant installation if such action is			
			specifically permitted by the aircraft flight manual			
			and the take-off is performed in accordance with			
91.215		-	the aircraft flight manual procedures.	125 215		O
91.215			Operating in icing conditions - flight procedures	125.215		Operating in icing conditions - flight procedures
			A flight shall not be commenced nor intentionally			The operator shall establish procedures for flight in
			flown into expected or actual icing conditions			expected or actual icing conditions if the aircraft is
			unless the aircraft is certificated and equipped to			certificated and equipped to cope with such
		_	cope with such conditions.			conditions.
91.220			Operating facilities			
	a		A flight shall not be commenced unless it has been			
			ascertained by every reasonable means available			
			that the ground and/or water facilities including communication facilities and navigation aids			
			available and directly required on such flight, for			
			the safe operation of the aircraft, are adequate for			
			the type of operation under which the flight is to			
			be conducted.		igwdown	
	b		Any inadequacy of facilities observed in the			
			course of operations shall be reported to the			
			authority responsible for them, without undue delay.			
91.225	+	\vdash	Use of aerodromes/operating sites	125.225		Use of aerodromes/operating sites
	1					The operator shall:
	a		An aircraft shall not be operated at an aerodrome			ensure that an aircraft is not operated to or from an
			or operating site unless:			aerodrome or operating site unless the operator's
						procedures have identified that it is adequate for the
						type(s) of aircraft and operation(s) concerned.
		.				
		1	the aerodrome or operating site is satisfactory, taking account of the physical characteristics of			
			the place, the operating environment and the			
			performance of the aircraft; and			
			F,			
		2	for operations at an aerodrome, at the expected			
			time of use the aerodrome will be available and			
		_	equipped with necessary ancillary services.			
			Note 1: Ancillary services include ATS, lighting,			
			communications, weather reporting, navigation aids and emergency services, as appropriate to the			
			circumstances.			
	b		A helicopter shall not be operated unless it is			
			assured that:			
		1	any place used as a heliport or landing site within			
		1	a congested area of a city, town or settlement has			
			physical characteristics, obstacle limitation			
			surfaces and visual aids commensurate with the			
		1	characteristics of the helicopter being operated and			Ī
	_				l l	
		2	the ambient light conditions; and			_
		2	any place used as a heliport or as a place to hover			
		2				
			any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or			
		i	any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement: is suitable for the helicopter to hover clear of obstructions; and			
		i	any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement: is suitable for the helicopter to hover clear of obstructions; and for a heliport, has a surface area suitable for			
		i	any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement: is suitable for the helicopter to hover clear of obstructions; and for a heliport, has a surface area suitable for touchdown and lift-off; and			
		i	any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement: is suitable for the helicopter to hover clear of obstructions; and for a heliport, has a surface area suitable for touchdown and lift-off; and any place used as a heliport or as a place to hover			
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		i	any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement: is suitable for the helicopter to hover clear of obstructions; and for a heliport, has a surface area suitable for touchdown and lift-off; and any place used as a heliport or as a place to hover has approach and take-off paths such that, if the helicopter is not operating in Performance Class 1,			
		i	any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement: is suitable for the helicopter to hover clear of obstructions; and for a heliport, has a surface area suitable for touchdown and lift-off; and any place used as a heliport or as a place to hover has approach and take-off paths such that, if the helicopter is not operating in Performance Class 1, an emergency landing can be conducted without			
		i ii 3	any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement: is suitable for the helicopter to hover clear of obstructions; and for a heliport, has a surface area suitable for touchdown and lift-off; and any place used as a heliport or as a place to hover has approach and take-off paths such that, if the helicopter is not operating in Performance Class 1, an emergency landing can be conducted without causing undue risk to any persons or property on the ground; and			
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		i ii 3	any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement: is suitable for the helicopter to hover clear of obstructions; and for a heliport, has a surface area suitable for touchdown and lift-off; and any place used as a heliport or as a place to hover has approach and take-off paths such that, if the helicopter is not operating in Performance Class 1, an emergency landing can be conducted without causing undue risk to any persons or property on the ground; and any place in the Territory to be used by a helicopter for the commercial air transport of passengers at night has lighting in operation to enable the pilot: in the case of landing, to identify the landing area in flight, to determine the landing direction and to			
		i ii 3	any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement: is suitable for the helicopter to hover clear of obstructions; and for a heliport, has a surface area suitable for touchdown and lift-off; and any place used as a heliport or as a place to hover has approach and take-off paths such that, if the helicopter is not operating in Performance Class 1, an emergency landing can be conducted without causing undue risk to any persons or property on the ground; and any place in the Territory to be used by a helicopter for the commercial air transport of passengers at night has lighting in operation to enable the pilot: in the case of landing, to identify the landing area			
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	c	i ii 3	any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement: is suitable for the helicopter to hover clear of obstructions; and for a heliport, has a surface area suitable for touchdown and lift-off; and any place used as a heliport or as a place to hover has approach and take-off paths such that, if the helicopter is not operating in Performance Class 1, an emergency landing can be conducted without causing undue risk to any persons or property on the ground; and any place in the Territory to be used by a helicopter for the commercial air transport of passengers at night has lighting in operation to enable the pilot: in the case of landing, to identify the landing area in flight, to determine the landing direction and to make a safe approach and landing; and in the case of taking off, to make a safe take-off. Only helicopters operating in Performance Class 1 shall be permitted to operate from elevated heliports in congested areas.			
	c	i ii 3	any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement: is suitable for the helicopter to hover clear of obstructions; and for a heliport, has a surface area suitable for touchdown and lift-off; and any place used as a heliport or as a place to hover has approach and take-off paths such that, if the helicopter is not operating in Performance Class 1, an emergency landing can be conducted without causing undue risk to any persons or property on the ground; and any place in the Territory to be used by a helicopter for the commercial air transport of passengers at night has lighting in operation to enable the pilot: in the case of landing, to identify the landing area in flight, to determine the landing direction and to make a safe approach and landing; and in the case of taking off, to make a safe take-off. Only helicopters operating in Performance Class 1 shall be permitted to operate from elevated heliports in congested areas. Note 2: Flights under (b)(1) and (c) are subject to			
	c	i ii 3	any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement: is suitable for the helicopter to hover clear of obstructions; and for a heliport, has a surface area suitable for touchdown and lift-off; and any place used as a heliport or as a place to hover has approach and take-off paths such that, if the helicopter is not operating in Performance Class 1, an emergency landing can be conducted without causing undue risk to any persons or property on the ground; and any place in the Territory to be used by a helicopter for the commercial air transport of passengers at night has lighting in operation to enable the pilot: in the case of landing, to identify the landing area in flight, to determine the landing direction and to make a safe approach and landing; and in the case of taking off, to make a safe take-off. Only helicopters operating in Performance Class 1 shall be permitted to operate from elevated heliports in congested areas. Note 2: Flights under (b)(1) and (c) are subject to obtaining Permission under Rule 5(3)(c) of the			
91.230	c	i ii 3	any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement: is suitable for the helicopter to hover clear of obstructions; and for a heliport, has a surface area suitable for touchdown and lift-off; and any place used as a heliport or as a place to hover has approach and take-off paths such that, if the helicopter is not operating in Performance Class 1, an emergency landing can be conducted without causing undue risk to any persons or property on the ground; and any place in the Territory to be used by a helicopter for the commercial air transport of passengers at night has lighting in operation to enable the pilot: in the case of landing, to identify the landing area in flight, to determine the landing direction and to make a safe approach and landing; and in the case of taking off, to make a safe take-off. Only helicopters operating in Performance Class 1 shall be permitted to operate from elevated heliports in congested areas. Note 2: Flights under (b)(1) and (c) are subject to			

Part 91			Requirement	Part 125			Requirement
			An aircraft shall not take-off or land at a place in				
			the Territory other than at an aerodrome certificated in accordance with OTAR Part 139, or				
			a notified military aerodrome, if that aircraft is				
			conducting:				
	a		international operations;				
	b		a flight, for the purpose of commercial air transport, using a passenger aircraft with a				
			maximum approved passenger seating				
			configuration (MAPSC) of more than 9; or				
	c		a flight, for the purpose of commercial air				
			transport, with an aircraft with MTOM exceeding 15,000 kg.				
			Note: In this context "international operations" are			 	
			operations in respect of which the point of				
			departure of the flight and the point of destination				
			thereof are in two different States or in respect of which the flight passes through the sovereign				
			airspace of the territory of more than one State.				
			,				
91.235			Aerodrome operating minima – applicability			<u> </u>	
	a		An aerodrome shall not be used as a departure, destination or alternate aerodrome, unless				
			operating minima has been established by the pilot-				
			in-command, in accordance with criteria specified				
	-		in 91.240(a).			<u> </u>	
	b		The aerodrome operating minima for a specific type of approach and landing procedure shall be				
			applicable if:			1	
		1	the ground equipment shown on the respective				
			instrument approach and landing chart required for			1	
	1	2	the intended procedure, is operative; and the aircraft systems required for the type of			+	
			approach, are operative; and				
		3	the required aircraft performance criteria are				
	-	1	complied with; and the flight deck crew is qualified to conduct the			₩	
		4	type of approach.				
91.240			Aerodrome operating minima – determination	125.240			Aerodrome operating minima – determination
			m			-	
	a		The aerodrome operating minima for any aerodrome to be used shall not be lower than the		a		The operator shall establish aerodrome operating minima for each aerodrome to be used in operations
			values determined in accordance with:				in accordance with:
		1	for aeroplanes and helicopters, SubPart B,			1	SubPart B, Operational Procedures, to Annex VI,
			Operational Procedures, to Annex VII, Part NCO				Part NCC (and associated AMCs/GMs) of
			(and associated AMCs/GMs) of European Commission Regulation (EU) 965/2012 'Air				European Commission Regulation (EU) 965/2012'Air Operations'.
			Operations'.				703/2012 All Operations .
			Note: See 91.415 for IFR departure limitations and				Note: The minima determined in accordance with
			approval requirements (not EU Reg 965/2012) e.g.				(a) permit the selection of aerodrome operating
			when approval is required for LVTO operations.				minima through the use of commercially available information (subject to any additional increments
							applied by an operations manual).
	b		The minima determined in accordance with (a)				
			shall not be lower than any that may be established				
			for such aerodromes by the State in which the				
			aerodrome is located, except when specifically approved by that State.				
			Note: Minima from commercially available flight				
			guides may be used (subject to any additional				
			increments applied by an operations manual).			1	
	c	\vdash	In establishing the aerodrome operating minima			 	
			applicable to any particular operation, the			[
		-	following shall be taken into account:			 	
		$\begin{bmatrix} 1 \end{bmatrix}$	the type, performance and handling characteristics of the aircraft; and			[
		2	the composition of the flight crew, their			1	
			competence and experience; and			<u> </u>	
		3	the dimensions and characteristics of the			1	
			runways/final approach and take-off areas (FATOs) which may be selected for use; and			1	
	1	4	the adequacy and performance of the available			1	
		<u> </u>	visual and non-visual ground aids; and		-	 	
		5	the equipment available on the aircraft for the purpose of navigation and/or control of the flight			[
			path, as appropriate, during the take-off, approach,			1	
			flare, landing, rollout or missed approach; and			1	
		-	the electrolog in the common the state of th		<u> </u>	<u> </u>	
		6	the obstacles in the approach and missed approach areas and the climb-out areas and necessary			1	
			clearance; and		<u> </u>	<u> </u>	
		7	the obstacle clearance altitude/height for the				
		0	instrument approach procedures; the means to determine and report meteorological		-	}	
		8	conditions; and			1	
		0	the flight technique to be used in the final	l	1	1	
		9	approach.				

Part 91			1	Part 125			Requirement
	d		The use of Head-up guidance landing system				
			(HUDLS) or Enhanced vision system (EVS) may				
			allow operations with lower visibilities than				
			normally associated with the aerodrome operating				
			minima, only when the appropriate approval is held.				
	e		Aerodrome operating minima lower than				
			Category I shall be used only in accordance with				
			an approval issued by the State of Registry.				
	f		In the case of an aircraft registered in the Territory,				
			approval for the use of aerodrome operating minima lower than Category I may be issued by				
			the Governor in accordance with Subpart SPA.				
			and develor in accordance with Suspen Strik				
91.245			Noise abatement procedures	125.245			Noise abatement procedures
			Operating procedures shall take into account the		a		The operator's noise abatement procedures for
			need to minimise the effect of aircraft noise unless				departure and arrival/approach for each aeroplane
			this would have a detrimental effect on aircraft				type, shall be designed to be simple and safe to
			safety.				operate with no significant increase in crew workload during critical phases of flight.
	1				b		The pilot-in-command shall follow noise abatement
					~		procedures unless these would have a detrimental
							effect on aircraft safety.
91.250			Alternate aerodromes – general requirements				
			An aerodrome shall not be nominated as an				
		_	alternate unless:	 	1	1	
	a		it has a notified instrument approach procedure and weather forecasts indicate that at the estimated				
			time of use the conditions will be at or above the				
			applicable aerodrome operating minima; or				
<u></u>	\perp	L	11	L_	\perp		
	b		weather forecasts indicate that at the estimated				
			time of use the cloud ceiling and visibility will be				
			at or above the VFR minima prescribed in the				
	1		Rules of the Air.	125.255	+		Take-off alternate
	\vdash			123,233	9	1	The operator shall ensure that a take-off alternate
					a		aerodrome is selected and specified in the
							operational flight plan if either: the meteorological
							conditions at the aerodrome of departure are below
							the applicable aerodrome landing minima for that
							operation; or, if it would not be possible to return to
							the aerodrome of departure for other reasons.
					b		The take-off alternate aerodrome shall be located
							within the following flight time from the aerodrome
							of departure:
						1	for an aeroplane with two engines, one hour of
							flight time at a one-engine-inoperative cruising
							speed determined from the aircraft operating
							manual, calculated in ISA and still-air conditions using the actual take-off mass;
						2	for an aeroplane with three or more engines, two
						_	hours of flight time at an all-engine operating
							cruising speed, determined from the aircraft
							operating manual, calculated in ISA and still-air
				125.260			conditions using the actual take-off mass.
	-	_		125.260	1	1	En-route alternate
							For operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome, operators
							should ensure that en-route alternates are identifed
							and that the pilot-in-command has access to current
							information on the identified en-route aerodromes,
							including operational status and meteorological
01.267	<u> </u>	_	Protingtion (V)	105 065	1	1	conditions.
91.265	+		Destination alternate	125.265	1		Destination alternate
			For any flight conducted under IFR, at least one destination alternate aerodrome shall be nominated				
			and specified in the flight plan unless:				
	a		For aeroplanes		1	1	
						1	
		1	separate runways are usable at the estimated time				
			of use of the destination aerodrome, with at least				
			one runway having an operational instrument approach procedure; or				
		2	the duration of the flight from the departure				
			aerodrome, or from the point of in-flight re-				
			planning, to the destination aerodrome is such				
			that, taking into account all meteorological				
			conditions and operational information relevant to the flight, at the estimated time of use, a				
			reasonable certainty exists that the approach and				
			landing may be made under visual meteorological				
			conditions; or			1	
		3	the aerodrome of intended landing is isolated; and			1	
-	<u> </u>	.	o standard in terror and	 	1	1	
		i	a standard instrument approach procedure is prescribed for the aerodrome of intended landing;				
			and				
	1	ij	a point of no return (PNR) is determined; and	<u> </u>			
		•		-	•	•	

Part 91			Requirement	Part 125			Requirement
		iii	the flight shall not be continued past the PNR unless available current meteorological				
			information indicates that the following meteorological conditions will exist at the				
			estimated time of arrival: a cloud base of at least 1,000 feet (300 m) above				
		aa	the minimum associated with the instrument				
		bb	approach procedure; and visibility of at least 5.5 km (3NM) or of 4 km				
			(2NM) more than the minimum associated with the procedure.				
	b		For helicopters; either 1. or 2. below:		a		For helicopters conducting offshore operations,
			For hencopters, edited 1. of 2. below.		a		offshore alternates may be specified subject to the
		1	current meteorological information indicates that			1	following conditions: the offshore destination alternate shall be used only
			from two hours before to two hours after the estimated time of arrival, or from the actual time				after a point of no return (PNR). Prior to PNR on- shore destination alternates shall be used; and
			of departure to two hours after the estimated time of arrival, whichever is the shorter period, the				
		<u> </u>	following meteorological conditions will exist:				
		1	a cloud base of at least 400 feet (120 m) above the minimum associated with the instrument approach			2	mechanical reliability of critical systems and critical components shall be considered and taken into
			procedure; and				account when determining the suitability of the destination alternates; and
		ii	visibility of at least 1.5 km more than the minimum associated with the procedure.			3	one engine inoperative hover performance capability shall be attainable prior to arrival at the
			•				destination alternate; and
			Or:				to the extent possible, helideck availability shall be guaranteed at the destination alternate; and
		2	the heliport of intended landing is isolated and no suitable alternate is available; and			5	a landing forecast indicating the likelihood of visual meteorological conditions at the intended offshore
			surface is available, and				destination and the offshore destination alternate
							based upon accredited meteorological information conforming to the standards in ICAO Annex 3,
							shall be required for the decision to go beyond PNR: and
		i	an instrument approach procedure is prescribed for the isolated heliport of intended landing; and			6	an offshore destination alternate shall not be used if
							fog is forecast or observed within 100 km of the destination; and
		ii	a point of no return (PNR) is determined in case of an offshore destination.			7	offshore alternates shall not be used when it is possible to carry enough fuel to have an onshore
							alternate; the use of offshore alternates shall be exceptional and shall not be used for the purposes
•							of payload enhancement during adverse weather
91.280			Fuel requirements	125.280			conditions. Fuel requirements
91.280	а			125.280	9		conditions. Fuel requirements Notwithstanding 91.280:
91.280	a		For aeroplanes: A flight shall not be commenced unless, taking into account both the meteorological		a		conditions. Fuel requirements Notwithstanding 91.280: The operator shall establish a fuel and oil policy for the purpose of flight planning, and en-route re-
91.280	a		For aeroplanes: A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil		a		conditions. Fuel requirements Notwithstanding 91.280: The operator shall establish a fuel and oil policy for the purpose of flight planning, and en-route replanning, to ensure that each aircraft carries sufficient fuel and oil for the planned flight,
91.280	a		For aeroplanes: A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil to ensure that it can safely complete the flight. the		a		conditions. Fuel requirements Notwithstanding 91.280: The operator shall establish a fuel and oil policy for the purpose of flight planning, and en-route replanning, to ensure that each aircraft carries sufficient fuel and oil for the planned flight, including reserve fuel to cover deviations from the
91.280	a		For aeroplanes: A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil				conditions. Fuel requirements Notwithstanding 91.280: The operator shall establish a fuel and oil policy for the purpose of flight planning, and en-route replanning, to ensure that each aircraft carries sufficient fuel and oil for the planned flight, including reserve fuel to cover deviations from the planned flight.
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91.280	a	1	For aeroplanes: A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil to ensure that it can safely complete the flight. the			1	conditions. Fuel requirements Notwithstanding 91.280: The operator shall establish a fuel and oil policy for the purpose of flight planning, and en-route replanning, to ensure that each aircraft carries sufficient fuel and oil for the planned flight, including reserve fuel to cover deviations from the planned flight. The fuel and oil policy shall ensure that the
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91.280	a	3 i ii	For aeroplanes: A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil to ensure that it can safely complete the flight. the amount of fuel to be carried must permit: when flying in accordance with the instrument flight rules and a destination alternate is not required in accordance with paragraph 91.265, or when the flight is to an isolated aerodrome, to complete the flight to the intended destination and thereafter have a final fuel reserve for 45 minutes at the normal cruising speed; or when flying in accordance with the instrument flight rules and a destination alternate is required in accordance with paragraph 91.265, to complete the flight to the intended destination, thence to an alternate and thereafter have a final fuel reserve for 45 minutes at the normal cruising speed; or when flying in accordance with the visual flight rules, to complete the flight to the intended destination and thereafter have a final fuel reserve of: by day, 30 minutes at normal cruising speed; or by night, 45 minutes at normal cruising speed. The use of fuel after flight commencement for			i ii	conditions. Fuel requirements Notwithstanding 91.280: The operator shall establish a fuel and oil policy for the purpose of flight planning, and en-route replanning, to ensure that each aircraft carries sufficient fuel and oil for the planned flight, including reserve fuel to cover deviations from the planned flight. The fuel and oil policy shall ensure that the planning requirements are based upon: current aircraft-specific data derived from a fuel consumption monitoring system, if available; or if current aircraft-specific dat is not available, data provided by the aircraft manufacturer; and the operating conditions under which the planned flight is to be conducted, including but not limited to: anticipated aircraft mass; and Notices to Airmen; and current meteorological reports or a combination of
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Requirement	Part 125	Requirement
		v the effects of deferred maintenance items and/or
when flying in accordance with the instrument flight rules and a destination alternate is not required in accordance with paragraph 91.265(b)(1), to complete the flight to the intended destination and thereafter for 30 minutes at the normal cruising speed:	c	configuration deviations. The pre-flight calculation of usable fuel required shall include:
when flying in accordance with the instrument flight rules and a destination alternate is not required in accordance with paragraph 91.265(b)(2), to complete the flight to the intended destination and thereafter for 60 minutes at the normal cruising speed;		1 taxi fuel, which shall be the amount of fuel expected to be consumed before take-off, taking into account local conditions at the departure aerodrome and auxilliary power unit (APU) fuel consumption; and
fight rules and a destination alternate is required, to complete the flight to the intended destination, thence to an alternate and thereafter for 30 minutes at the normal cruising speed;		2 trip fuel, which shall be the amount of fuel required to enable the aircraft to fly from take-off until landing at the destination aerodrome taking into account the operating conditions of 125.280(b)(2); and
when flying in accordance with the visual flight rules, to complete the flight to the intended destination and thereafter for 20 minutes at the normal cruising speed.		
The use of fuel after flight commencement for purposes other than originally intended during preflight planning shall require a re-analysis and, if applicable, adjustment of the planned operation.		3 contingency fuel, which shall be the amount of fuel sufficient to compensate for unforeseen factors. It shall not be less than 5 % of the planned trip fuel; and
		Note: Unforeseen factors are those which could have an influence on the fuel consumption to the destination aerodrome, such as deviations of an individual aircraft from the expected fuel consumption data, deviations from forecast meteorological conditions, extended taxi times before take-off, and deviations from planned routings and/or cruising levels.
		 destination alternate fuel; which shall be, i if a destination alternate aerodrome is required, the
		amount of fuel required to enable the aircraft to perform a missed approach at the destination aerodrome, climb to the expected cruising altitude, fly the expected routing, descend to the point where the expected approach is initiated, and conduct the approach and landing at the destination alternate aerodrome; or
		ii where a flight is operated without a destination alternate aerodrome in accordance with 91.265(a)(1) or 91.265(a)(2), an amount of fuel sufficient to enable an aircraft to hold for 15 minutes at 1,500 ft (450 m) above destination aerodrome elevation in standard conditions; or
		when a flight is operated without a destination alternate aerodrome in accordance with 91.265(a)(3), an amount of fuel sufficient to enable a turbine-engined aeroplane to hold for 120 minutes; or a piston-engined aeroplane to fly for 45 minutes plus 15 % of the flight time planned to be spent at cruising level, including final reserve fuel, or two hours, whichever is less; and
		i which shall be the amount of fuel required to enable a a piston-engined aeroplane to fly for 45 minutes, or a helicopter or turbine-engined aeroplane to fly for 30 minutes, at holding speed at 1,500 ft (450 m) above aerodrome elevation in standard conditions, calculated with the estimated mass on arrival at the destination alternate aerodrome or the destination aerodrome, when no destination alternate aerodrome is required; and
		ii the operator shall determine one final reserve fuel value for each aeroplane type and variant in their fleet rounded up to an easily recalled figure; and
		6 additional fuel, which shall be a supplementary amount of fuel required to enable the aircraft to descend as necessary and proceed to land at alternate aerodrome in the event of engine failure or loss of pressurization based upon the assumption that such a failure occures at the most critical point along the route; and
		7 discretionary fuel, which shall be an amount of fuel to be carried at the discretion of the pilot in
	d	command. The use of fuel after flight commencement for purposes other than originally intended during pre-
	when flying in accordance with the instrument flight rules and a destination alternate is not required in accordance with paragraph 91.265(b)(1), to complete the flight to the intended destination and thereafter for 30 minutes at the normal cruising speed; when flying in accordance with the instrument flight rules and a destination alternate is not required in accordance with paragraph 91.265(b)(2), to complete the flight to the intended destination and thereafter for 60 minutes at the normal cruising speed; when flying in accordance with the instrument flight rules and a destination alternate is required, to complete the flight to the intended destination, thence to an alternate and thereafter for 30 minutes at the normal cruising speed; when flying in accordance with the visual flight rules, to complete the flight to the intended destination and thereafter for 20 minutes at the normal cruising speed. The use of fuel after flight commencement for purposes other than originally intended during preflight planning shall require a re-analysis and, if	when flying in accordance with the instrument flight rules and a destination alternate is not required in accordance with paragraph 91.265(b)(1), to complete the flight to the intended destination and thereafter for 30 minutes at the normal cruising speed; when flying in accordance with paragraph 91.265(b)(2), to complete the flight to the intended destination and thereafter for 60 minutes at the normal cruising speed; when flying in accordance with the instrument flight rules and a destination alternate is required, to complete the flight to the intended destination, thence to an alternate and thereafter for 30 minutes at the normal cruising speed; when flying in accordance with the visual flight rules, to complete the flight to the intended destination and thereafter for 20 minutes at the normal cruising speed. The use of fleat fair 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.

Part 91			Requirement	Part 125	5	Requirement
						Note: Nothing in 125.280 precludes the in-flight amendment of a flight plan to re-plan that flight to another aerodrome, provided that the requiements of 125.280 can be complied with from the point where the flight is replanned.
91.285			Checklists	125.285		Checklists
			The pilot-in-command shall ensure that, where a checklist is provided, it is used.		a	The operator shall ensure that flight crews are provided with checklists of normal, abnormal and emergency aircraft procedures.
					b	The checklists provided to flight crews shall be designed in accordance with human factors principles and shall contain sufficient information to enable flight crews to comply with the operating procedures in the operations manual, the aircraft flight manual or such other documents as may be associated with the certificate of airworthiness.
					c	The operator shall ensure that flight crew operating procedures incorporate the use of checklists for all phases of aircraft operations and in emergency.
				125.290	d	The operator shall ensure that checklists are used by flight crews prior to, during and after all phases of aircraft operation.
	+					In-flight simulation of emergency situations The operator shall ensure that on a flight when
91.295			Use of airborne collision avoidance system			passengers are being carried, no emergency or abnormal situations are simulated
71.273			(ACAS II)			
	a		In an aircraft with airborne collision avoidance			
		1	system (ACAS II) installed: It shall be used in normal conditions during flight			
			in a mode that enables Resolution Advisories (RAs) to be produced for the pilot flying when undue proximity to another aircraft is detected.			
		2	When an RA is produced by ACAS II, the pilot flying shall immediately take the corrective action indicated by the RA, even if this is in conflict with an Air Traffic Control (ATC) instruction. The aircraft shall be promptly returned to the terms of the ATC instructions or clearance when the situation is resolved.			
		3	Unless otherwise specified in an air traffic control instruction, pilots shall use appropriate procedures to ensure that a rate of climb or descent of less than 8 m/sec or 1,500 ft/min (depending on the instrumentation available) is achieved throughout the last 300 m (1,000 feet) of climb or descent to the assigned altitude or flight level.			
			Note: This is to avoid unnecessary ACAS II RAs in aircraft at or approaching adjacent altitudes or			
91.300			flight levels.	125.300		
91.300	a		Crew members at stations The pilot-in-command shall ensure that each crew member on duty in an aircraft during take-off and landing or when he so directs:	125.300		Crew members at stations Whenever required cabin crew are carried they shall occupy a seat provided in accordance with paragraph 125.635 during take off and landing and at such other times as the pilot in command may require.
		1	be at their crew member station unless their absence is necessary to perform duties in connection with the operation of the aircraft; and			
		2	have their safety belt, or harness where so equipped, fastened while at the crew member station.			
	b		The pilot-in-command shall ensure that all flight crew members required to be on flight deck duty in an aircraft other than during take-off and landing shall remain at their stations with their safety belt fastened except when their absence is necessary for the performance of duties in connection with the operation of the aircraft or for physiological needs.			
	c		No crew member shall perform any activity during critical phases of flight except those required for the safe operation of the aircraft.			
			The critical phases of flight include: for flight crew members, all operations involving push back, taxi, take-off, approach and landing; and			
		ii	for other crew members, all ground operations after leaving the apron area to join a main taxiway, take-off until passing 1,000 feet on climb, and all flight below 5,000 feet on the landing approach			
			phase of the flight.			

D4-01			D .	Da/ 125			n .
Part 91	1.		1	Part 125	La	I	Requirement The energia shall establish a precedure to ensure
	a		The pilot in command shall ensure that the amount of usable fuel remaining in flight is not less than		a		The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are
			the fuel required to proceed to an				carried out.
			aerodrome/landing site where a safe landing can				
			be made, with the planned final fuel reserve		Ī		
			remaining.		b		The pilot in command shall ensure that fuel checks
							are carried out at regular intervals to confirm that
							the amount of usable fuel remaining in flight is not
					Ī		less than the fuel required to proceed to an aerodrome/landing site where a safe landing can be
							made, with the planned final reserve fuel remaining
							Note 1: The protection of final reserve fuel is
					Ī		intended to ensure a safe landing at any aerodrome when unforeseen occurrences may not permit safe
							completion of an operation as originally planned.
							Guidance on flight planning including the
							circumstances that may require re-analysis, adjustment and/or re-planning of the planned
					Ī		operation before take-off or en-route, is contained
							in the Flight Planning and Fuel Management
		<u> </u>					Manual (Doc 9976)
					c		The pilot-in-command shall request delay information from ATC when unanticipated
					Ī		circumstances may result in landing at the
					Ī		destination aerodrome with less than the final
					Ī		reserve fuel plus any fuel required to proceed to an
							alternate aerodrome or the fuel required to operate to an isolated aerodrome.
	b		The pilot-in-command shall advise ATC of a		d		The pilot-in-command shall advise ATC of a
	Ī		minimum fuel state by declaring MINIMUM		Ī		minimum fuel state by declaring MINIMUM FUEL
	Ī		FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any		Ī		when, having committed to land at a specific aerodrome, the pilot calculates that any change to
			change to the existing clearance to that aerodrome		Ī		the existing clearance to that aerodrome may result
			may result in landing with less than planned final		Ī		in landing with less than planned final reserve fuel.
	+		reserve fuel. Note 1: The delaration of MINIMUM FUEL		 		Note 2: The delaration of MINIMUM FUEL
			informs ATC that all planned aerodrome options				informs ATC that all planned aerodrome options
	Ī		have been reduced to a specific aerodrome of		Ī		have been reduced to a specific aerodrome of
			intended landing and any change to the existing clearance may result in landing with less than				intended landing and any change to the existing clearance may result in landing with less than
			planned final reserve fuel. This is not an		Ī		planned final reserve fuel. This is not an emergency
			emergency situation but an indication that an				situation but an indication that an emergency
			emergency situation is possible should any		Ī		situation is possible should any additional delay
	+		additional delay occur.		 		occur. Note 3: Guidance on declaring minimum fuel is
	Ī				Ī		contained in the Flight Planning and Fuel
	-	-	The pilot in command shall declare a situation of				Management Manual (ICAO Doc 9976). The pilot in command shall declare a situation of
	c		fuel emergency by broadcasting MAYDAY		e		The pilot in command shall declare a situation of fuel emergency by broadcasting MAYDAY
			MAYDAY MAYDAY FUEL, when the calculated		Ī		MAYDAY MAYDAY FUEL, when the calculated
			usable fuel predicted to be available on landing at		Ī		usable fuel predicted to be available on landing at
			the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.				the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.
			-		<u> </u>	<u> </u>	•
			Note 2: The "planned final reserve fuel" refers to				Note 4: The "planned final reserve fuel" refers to
			the value calculated in 91.280 and is the minimum amount of fuel required upon landing at any		Ī		the value calculated in 125.280(c)(5) and is the minimum amount of fuel required upon landing at
			aerodrome.				any aerodrome.
91.310			Use of oxygen				
	Ī		The pilot-in-command of an aircraft with a non-pressurised cabin shall ensure that:		Ī		
	a		before the aircraft reaches flight level 130 the				
			method of use of the oxygen provided in the		Ī		
			aircraft is demonstrated to all passengers; and				
	b		when flying above flight level 130 all passengers		t		
			and crew members are instructed to use oxygen;		Ī		
	С		and during any period when the aircraft is flying above				
			flight level 100 up to and including flight level		Ī		
			130, oxygen is used by all the flight crew of the				
	Ī		aircraft for that part of the flight at those altitudes that is of more than 30 minutes duration; and		Ī		
			unat is of more than 30 innutes duration; and		L		
	d		during any period when the aircraft is flying above				
			flight level 130 oxygen is used continuously by all the flight crew of the aircraft.		Ī		
	e		an aircraft with a non-pressurised cabin is not				
			operated above flight level 250.	105.00-			
				125.315	a		Cosmic radiation The operator shall take appropriate measures to:
	+				а	1	assess the exposure to cosmic radiation when in
	Ī				Ī	^	flight of all crew members who are liable to be
							subject to cosmic radiation in excess of 1
	+	-				2	millisievert (mSv) in any period of 12 months; take into account the assessed exposure when
							organising work schedules with a view to reducing
							the doses of highly exposed crew members;
						2	inform the crew members concerned of the health
					L		risks their work involves; and
			Page	15 of 55			

Part 91			Requirement		5		Requirement
			•			4	retain assessments of exposure to cosmic radiation
							for the periods specified in 91.1265.
							Note: The exposure of crew in aircraft that do not
							generally operate above 26,000 feet is likely to
	1				Ī		result in an annual dose less than 1 mSv in any 12
	4-			 	ļ.		month period.
					b		The operator shall ensure that the working
							schedules for female crew members, once they hav notified the operator that they are pregnant, keep
							the equivalent dose to the foetus as low as can
							reasonably be achieved and in any case ensure that
							the dose does not exceed 1 mSv for the remainder
							of the pregnancy.
					c		The operator shall ensure that for any flight
							operated above 49,000 feet:
						1	procedures for operating above 49,000 feet and for
							the use of monitoring equipment shall be specified
				 			in the operations manual;
						2	a descent to 49,000 feet or lower is initiated as soo
							as practicable if the limit values of cosmic radiation
							dose rate specified in the operations manual are
91.325	+		Flight crew communication	125.325			exceeded. Flight crew communication
71.020	+		When operating under IFR all flight crew	123.323			The operator shall ensure that all flight crew
	Ī		members required to be on flight deck duty shall				members required to be on flight deck duty shall
	Ī		communicate through boom or throat microphones	s			communicate through boom or throat microphones
	Ī		below the transition altitude.				below the transition altitude.
91.335			Fuelling operations	125.335			Fuelling operations
-			The pilot-in-command shall ensure that:	1	a		Notwithstanding OTAR 91.335, the operator shall
			r		"		ensure that an aircraft is not refuelled or defuelled
							when passengers are embarking, on board or
		L					disembarking unless:
	a		no aircraft is refuelled or defuelled whilst			1	the aircraft is properly attended by qualified
			passengers are embarking, on board or				personnel ready to initiate and direct an evacuation
	Ī		disembarking, or with a helicopter rotor turning;				by the most practical and expeditious means
		$ldsymbol{ldsymbol{ldsymbol{eta}}}$	and	 			available; and
	b		appropriate precautions are taken, particularly			2	two-way communication is maintained by use of th
	Ī		when refuelling with fuels other than aviation				aeroplane inter-communication system or other
			kerosene, or when refuelling results in a mixture o				suitable means between the ground crew
			aviation kerosene with other aviation turbine fuels or when an open line is used.	,			supervising the refuelling or defuelling and the qualified personnel on board the aircraft.
91.345	+		Completion of journey log and recording	1			чианией регкониег он воага тре анстап.
			of defects				
	9		The pilot in command of an aircraft registered in	1			
	a		the Territory shall, on the completion of the flight,				
	1		or series of flights:		Ī		
	1	1	complete the journey log book or equivalent	1			
			record; and				
		2	complete the technical log, or other applicable				
	Ī		maintenance records, and record any aircraft				
	1		defects that have been identified during the flight.		Ī		
91.350	+		Notification of accidents and occurrences				
71.550			The pilot-in-command shall be responsible for				
	a		notifying the nearest appropriate authority by the				
			quickest available means of any accident involving	7			
	Ī		the aircraft resulting in serious injury or death of				
			any person or substantial damage to the aircraft or				
		L	property.				
	b		The pilot-in-command shall notify occurrences in				
			accordance with OTAR Part 13.	[
91.355	1	<u> </u>	Occupation of seats and wearing of restraints	 			
	a		The pilot-in-command of an aircraft shall require				
	1		each person on the aircraft to occupy a seat or				
			berth and to fasten his safety belt, or restraining				
			belt, or if equipped, shoulder harness or single diagonal shoulder belt:				
	+	1	during each take-off and landing; and	1	+		
	+	_	when the aircraft is flying at a height of less than	1	+		
			1,000 feet above the surface unless operational				
	1		requirements preclude such restraint and the				
			procedures are approved by the Governor; and				
		3	at other times when the pilot-in-command				
			considers it necessary for his safety; and				
			during aerobatic flight; and				
		5	at all times in an open cockpit aircraft.				
	b		The pilot-in-command of an aircraft shall require				
	1		each passenger to place his seat in the take-off and		Ī		
	1		landing configuration during take-off and landing.		Ī		
	-	\vdash	Paragraph (a)(1), (2), and (3) shall not apply to a	1	1		
	С		Paragraph (a)(1), (2), and (3) shall not apply to a child of less than 2 years of age if the child:				
	+	1	is held by an adult who is occupying a seat or	1	1		
	Ī		berth, provided the child is securely restrained by				
			an approved child restraint device; or				
	1		Note: This may include an item such as a	1			
1				II	I	i	
			'supplementary loop belt' manufactured with the				
			'supplementary loop belt' manufactured with the same techniques and the same materials as the approved safety belts.				

Part 91			<u> </u>	Part 125		Requirement
		2	occupies a seat equipped with an approved child			
			restraint system, if the child does not exceed the			
			specified mass limit for that system and is			
			accompanied by a parent, guardian, or attendant			
			designated by the child's parent or guardian to			
	d		attend to the safety of the child during the flight.			
	d		Paragraph (a) and (b) shall not apply to persons carried in balloons or engaged in parachute			
			operations.			
			Note: The applicable requirements for parachuting			
			operations are specified in paragraph 91.390.			
91.360			Familiarity with operating limitations and			
			emergency equipment			
			The pilot-in-command of an aircraft shall before			
			beginning a flight, be familiar with:			
	a		the aircraft flight manual for that aircraft; and			
	b		any placards, listings, or instrument markings			
			containing any operating limitation prescribed for			
			that aircraft by the manufacturer or the Governor; and			
	c		the emergency equipment installed on the aircraft;			
	ľ		and			
	d		which crew member is assigned to operate each			
			item of emergency equipment; and			
	e		the procedures to be followed for the use of			
			normal and emergency equipment in an emergency			
		<u> </u>	situation.			
91.365		$ldsymbol{ldsymbol{ldsymbol{eta}}}$	Flying displays			
	a		The pilot-in-command of an aircraft shall not			
		<u> </u>	participate in a flying display unless:			
		1	he holds a current display authorisation, granted			
		2	by the Governor; and he has taken all reasonable steps to confirm that			
		2	the organiser of the flying display has been			
			granted any permission as may be required, and			
			that the planned flight can be safely made in			
			accordance with the terms of such permission; and			
			accordance with the terms of such permission, and			
		3	he operates at a height not less than that specified			
			in either the pilot's display authorisation or any			
			permission associated with the flying display,			
			whichever is the greater; and			
		4	he flies the aircraft aligned with reference to a			
			display line sufficiently distanced from spectators			
			so as not to cause undue risk to persons or			
		-	property on the surface; and he does not carry any additional persons other than			
		3	those crew members required to operate the			
			aircraft; and			
		6	he does not fly over any spectator area; and			
			he does not conduct any high-energy manoeuvre			
			between the display line and any spectator area;			
			and			
		8	he does not initiate any manoeuvre in the direction			
			of any spectator area.			
	b		Paragraph (a) shall not apply to private aviation			
04.070	4		events that are not open to the general public.	105.050		
91.370		<u> </u>	Aerial work and specialised operations	125.370		Aerial work and specialised operations
	a		A flight is an aerial work flight if it is a flight in			
			respect of which valuable consideration has been			
	+	1	given or promised for: the conduct of an aerial work activity during			
		1	which, excluding crew members, no more than 6			
			persons indispensable to that aerial work activity			
			are carried in the aircraft; and			
	1	2	flights immediately before and after an aerial work			
			activity, provided that such flights are connected			
			with that aerial work activity and the persons			
	1		carried are as specified in (a)(1).			
]			Note: Where valuable consideration is involved			
			and persons are to be carried other than as			
			specified in (a)(1) and (a)(2), then the rules			
			applicable to commercial air transport apply, and			
			operations are subject to OTAR Part 121 or Part			
			135 (aircraft registered in the Territory); or the			
			terms of a permission under article 135 of the Order (foreign-registered aircraft).			
	b		Before commencing any aerial work operation, the		- 	Note: When complying with 91.370(b), (c) and (d)
	_		operator of the aircraft shall carry out a risk			the operator should utilise his safety management
			assessment and develop appropriate standard			system, and ensure that the standard operating
			operating procedures to provide guidance to			procedures requirements in 125.170 are satisfied.
-			operating staff to ensure safe means of carrying			
		ı	out the aerial task.			
		_				
	c		In complying with (b) the operator shall have			
	c		regard to:			
	c	_				

Part 91			1	Part 125		Requirement
	d		The operator shall make the standard operating			
			procedures referred to in (b) available to every employee or person who is engaged or may engage			
			in aerial work operations conducted by him.			
	1		,			
	e		The operator shall ensure that the risk assessment is reviewed and guidance to operating staff kept up			
			to date, taking into account any changes affecting			
			the operation.			
	f		A foreign-registered aircraft shall not be used for			
			aerial photography, aerial survey or any other form of aerial work otherwise than under and in			
			accordance with the terms of a permission granted			
			by the Governor.			
			Note: In this context a "foreign-registered aircraft"			
			is an aircraft registered in a Contracting State other than the United Kingdom or any of the Territories,			
			or in a foreign country.			
91.375			Aerial application for purposes of agriculture			
			etc			
	a		An aircraft shall not be used for the dropping of			
			articles for the purposes of agriculture, horticulture, forestry or conservation or for			
			training for the dropping of articles for any of such			
			purposes, otherwise than under and in accordance			
			with the terms of an aerial application permission			
			granted by the Governor in accordance with Appendix C.			
	b		No article or substance shall be dropped from an			†
			aircraft in a manner that creates a hazard to			
			persons or property in the aircraft or elsewhere.			
91.380			Towing, picking up, raising and lowering of			
	a		persons and articles An aircraft in flight shall not, by means external to			+
			the aircraft tow any article or pick up, raise or			
			lower any person, animal or article, unless:			
		1	there is a certificate of airworthiness issued or			
			rendered valid in respect of that aircraft under the law of the country in which the aircraft is			
			registered and that certificate or the flight manual			
			for the aircraft includes an express provision that it			
		_	may be used for that purpose; and if it is a helicopter, otherwise than under and in			
		2	accordance with the terms of a permission for			
			helicopter external load operations (HELO) or			
			helicopter hoist operations (HHO), or an aerial			
			application permission, granted by the Governor in			
			accordance with Appendix C.			
			Note 1: 'Helicopter hoist operations' (HHO) refers to a flight the purpose of which is to facilitate the			
			transfer of persons and/or cargo by means of a			
			helicopter hoist.			
			Note 2: HHO where any person on the hoist is not			
			a crew member must comply with the			
			requirements applicable to commercial air transport operations.			
	b		An aircraft in flight shall not tow any article, other		 	+
	1		than a glider, at night or when flight visibility is			
			less than one nautical mile.			
	c		The length of the combination of towing aircraft,			
	1		towrope, and article in tow, shall not exceed 150 metres.			
	d		An aeroplane shall not launch or pick up			
			towropes, banners or similar articles other than at			
	1	<u> </u>	an aerodrome.			+
	e		A helicopter shall not fly at any height over a congested area of a city, town or settlement at any			
	1		time when any article, person or animal is			
<u></u>			suspended from the helicopter.		I	
	f		Subject to any applicable commercial air transport			
			requirements, a person who is not a member of the			
	1		flight crew shall not be carried in a helicopter at any time when an article, person or animal is			
	1		suspended from the helicopter, other than:			
	1	1	a task specialist who has duties to perform in			
			connection with the article, person or animal; or			
	1	2	a person who has been picked up or raised by			
	+	3	means external to the helicopter; or a person who it is intended shall be lowered to the		 	+
		'	surface by means external to the helicopter.			
	g		The pilot-in-command shall ensure that all persons			
			are briefed before take-off on the relevant			
	1		procedures to be followed (including normal,			
	1		abnormal, and emergency procedures) and equipment to be used during helicopter external			
			reduibilient to be used mirino neuromae evidens.			
			load operations (HELO) and helicopter hoist			

Part 91			1	Part 125	1		Requirement
		1	prohibits the towing in a reasonable manner by an				
			aircraft in flight of any radio aerial, any instrument				
			which is being used for experimental purposes, or any signal, apparatus or article required or				
			permitted by or under the Order to be towed or				
			displayed by an aircraft in flight; or				
		2	prohibits the picking up, raising or lowering of any				
			person, animal or article in an emergency or for				
	_		the purpose of saving life.				
91.385			Dropping of articles and animals				
	a		Articles and animals (whether or not attached to a				
			parachute) shall not be dropped, or be permitted to				
			drop, from an aircraft in flight so as to endanger persons or property.				
	b		Subject to (c) and (d), articles and animals				
	~		(whether or not attached to a parachute) shall not				
			be dropped, or be permitted to drop, to the surface				
			from an aircraft flying over the Territory except				
			under and in accordance with the terms of an				
			aerial application permission granted by the				
			Governor in accordance with Appendix C. Paragraph (b) does not apply to the dropping of				
	С		articles by, or with the authority of, the pilot-in-				
			command of the aircraft in any of the following				
			circumstances:				
		1	the dropping of articles for the purpose of saving				
			life;				
		2	the jettisoning, in case of emergency, of fuel or				
		_	other articles in the aircraft;		1		
		3	the dropping of ballast in the form of fine sand or		Ī		
	+	Δ	water; the dropping of articles solely for the purpose of		 		
		•	navigating the aircraft in accordance with ordinary				
			practice or with the provisions of the Order;				
					L		
		5	the dropping at an aerodrome of tow ropes,				
			banners, or similar articles towed by aircraft;				
		6	the dropping of articles for the purposes of public				
			health or as a measure against weather conditions,				
			surface icing or oil pollution, or for training for the dropping of articles for any such purposes, if the				
			articles are dropped with the permission of the				
			Governor; or				
		7	the dropping of wind drift indicators for the				
			purpose of enabling parachute descents to be made				
			if the wind drift indicators are dropped with the				
	-		permission of the Governor.				
	d		Paragraph (b) does not apply to the lowering of				
			any article or animal from a helicopter to the surface in accordance with the terms of a				
			permission granted by the Governor as required				
			under 91.380.				
91.390			Dropping of persons – Parachuting				
	a		A person shall not drop, be dropped or be				
			permitted to drop to the surface or jump from an				
			aircraft flying over the Territory except under and				
			in accordance with the terms of a parachuting				
			permission granted by the Governor in accordance		Ī		
	b		with Appendix C. A person shall not drop, be dropped or be		 		
	"		permitted to drop from an aircraft in flight so as to		Ī		
			endanger persons or property.		L	L	
	с		An aircraft shall not be used for the purpose of				
			dropping persons unless:				
		1	there is a certificate of airworthiness issued or		Ī		
			rendered valid in respect of that aircraft under the		Ī		
			law of the country in which the aircraft is registered; and		Ī		
		2	that certificate or the flight manual includes an		t		
		_	express provision that it may be used for that		Ī		
			purpose; and			<u> </u>	
		3	the aircraft is operated in accordance with a				
			written permission granted by the Governor in		Ī		
			accordance with Appendix C.		 		
			Note: The 91.370(a) limitation on the number of		Ī		
			persons to be carried is not applicable to aerial work parachuting flights.		Ī		
	d		The pilot-in-command shall ensure that all persons				
	1		to be carried are briefed before take-off on the		Ī		
			relevant procedures to be followed (including		Ī		
			normal, abnormal, and emergency procedures) and		Ī		
			any aircraft equipment to be used during the		Ī		
	-	<u> </u>	parachuting operation.		<u> </u>		
	e	1	Nothing in this paragraph:		-		
		1	applies to the descent of persons by parachute from an aircraft in an emergency;		Ī		
1		2	prohibits the lowering of any person in an				
			emergency or for the purpose of saving life;		Ī		
	1	3	prohibits the disembarkation of any person from a				
	1	1	helicopter hovering in ground effect in accordance		1		
			with normal aviation practice; or				

Part 91			Requirement	Part 125			Requirement
			prohibits the lowering of any person from a				
			helicopter to the surface in accordance with the terms of a permission granted by the Governor as				
			required under 91.380.				
	1		Subpart C – Ope	erating Li	mitatio	ons	
91.400			Meteorological conditions – VFR flight A flight to be conducted in accordance with the				
			visual flight rules 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 the visual flight				
			rules will, at the appropriate time, be such as to				
91.405			enable compliance with these rules. Commercial air transport aeroplane operations				
			at night or in IMC				
	a		A single-engine aeroplane, or a two-engine aeroplane that is unable to maintain a positive				
			climb gradient in the event of an engine failure on				
			take-off, shall not be flown for the purpose of				
			commercial air transport at night, in instrument meteorological conditions or in meteorological				
			conditions less that visual meteorological				
		1	conditions unless: it is a single-engine turbine aeroplane that has				
		_ 1	been approved by the Governor; or				
		2	it is operating under special VFR in a control zone				
91.410			Meteorological conditions – IFR flight				
a			A flight to be conducted in accordance with the				
			instrument flight rules shall not:				
		1	take off or continue beyond the point of in-flight re-planning unless at the aerodrome of intended				
			landing or at each alternate aerodrome to be				
			selected in accordance with OTAR 91.265, current				
			meteorological reports or a combination of current reports and forecasts indicate that the				
			meteorological conditions will be, at the estimated				
			time of use, at or above the aerodrome operating minima for that operation.				
91.415			IFR departure limitations	125.415			IFR departure limitations
	a		A departure under IFR shall not be commenced unless:				The operator shall ensure that:
		1	meteorological conditions are at or above the				an IFR flight does not take off when meteorological
			minima for IFR take-off determined in accordance with OTAR 91.240; and				conditions are below prescribed IFR landing minima unless meteorological reports and forecasts indicate that a successful approach and landing can be made at the take-off alternate.
		_	the relevant RVR is at least 150m RVR (Category				Note: Subpart SPA contains material with regard to:
		2	A, B, C aeroplanes, and helicopters) or 200m RVR				aerodrome considerations; training; operating
			(Category D aeroplanes), unless conducted in				procedures; and minimum equipment, which may
			accordance with an approval issued by the State of Registry.				be used in the construction of operating procedures and training for Low Visibility Take-off (LVTO).
							(a
		3	In the case of an aircraft registered in the Territory, approval for take-off below 150m RVR (Category				
			A, B, C aeroplanes, and helicopters) or 200m RVR				
			(Category D aeroplanes) may be issued by the				
			Governor in accordance with Subpart SPA.				
				125.420			Minimum flight altitudes
							The operator shall specify, in the operations manual, the method for establishing terrain
							clearance altitudes.
91.425			Approach and landing conditions A flight shall not be continued towards the				
			aerodrome of intended landing, unless the latest				
			available information indicates that at the expected				
			time of arrival, a landing can be effected at that aerodrome or at least one destination alternate				
			aerodrome, in compliance with the appropriate				
24 :25			operating minima.				
91.430			Commencement and continuation of approach				
	a		An approach may be commenced regardless of the				
			reported visibility or RVR but shall not be continued below 1,000 feet (300 m) above the				
			aerodrome/heliport or into the final approach				
			segment, unless the reported visibility or				
	b		controlling RVR is above the specified minimum. An approach to land shall not be continued below				
			1,000 feet (300 m) above the aerodrome unless the				
			pilot-in-command is satisfied that, with the runway surface condition information available, the				
			aeroplane performance information indicates that a				
•			safe landing can be made.	ı			1

Part 91		Dogwiyamant	Part 125			Dogwinomont
rart 91	I.	Requirement If, after entering the final approach segment or	Part 125	ı	ı	Requirement
	c	descending below 1,000 feet (300 m) above the				
		aerodrome/heliport, the reported visibility or				
		controlling RVR falls below the specified				
		minimum, the approach may be continued to				
	d	DA/H or MDA/H. The approach shall not be continued below the				
	u	DA/H or MDA/H unless the specifed visual				
		reference is established at DA/H or MDA/H and is				
		maintained.				
			125.435			Instrument approach procedures
						The operator shall ensure that procedures for
						carrying out instrument approaches are specified as standard operating procedures and included within
						the operations manual.
		Subpart D – M	ass and E	Balan	ce	
91.450		Aircraft load limitations				
		The holder of a certificate, licence, permit or				
		approval shall ensure that the limitations contained in the aircraft flight manual, or other approved				
		document, relating to the mass and balance of the				
		aircraft are complied with.				
		Subpart E –	Performa	ance		
91.500		Performance – general				
		Before a flight is commenced, it shall be				
		determined that, having regard to performance in the conditions to be expected on the intended				
		flight, and to any obstructions at the places of		Ī		
		departure and intended destination and on the				
		intended route, the aircraft is capable of safely		Ī		
		taking off, reaching and maintaining a safe height		Ī		
		thereafter and making a safe landing at the place of				
	+	intended destination.	125.502	 		Performance planning – aeroplanes
						The operator shall ensure that:
				a		when determining the performance of the aeroplane
						account is taken of at least the following factors:
	1			1		the mass of the aeroplane; and
						the pressure altitude and temperature; and
					3	wind - not more than 50 % of the reported head- wind component, or if operations with a tail-wind
						are permitted and performance data is provided, not
						less than 150 % of the reported tail-wind
						component;
						aeroplane operating techniques
	-					runway gradient; condition of runway;
						water surface state (where relevant).
				b	<u> </u>	Due account is taken of aeroplane configuration,
						environmental conditions and the operation of
						systems which may have an adverse effect on
						performance.
				c		The development of procedures for obstacle
				Ī		avoidance during take-off, landing and balked landing takes into account aerodrome obstacle data.
	_			L	L	account acroarding obstacle data.
			125.510			Accuracy of available data
						The operator shall take account of the accuracy of
				Ī		charts and other data used during performance
						planning, when assessing whether a flight can be safely operated.
			125.515	t		Performance data
						The operator shall ensure that for each aircraft it
				Ī		operates the performance data used is:
	+					contained in the giverest flight
	+			a b		contained in the aircraft flight manual; or where provided by the aircraft manufacturer or
				"		other source, contained in an equivalent document;
				<u></u>		and
				c		available to all flight crew or other persons
				Ī		responsible for flight planning or aircraft dispatch.
	+		125.530	 		Wet and contaminated runway surfaces
	+			 		The operator shall ensure that where it is necessary
						for a take-off to be made on a runway contaminated
						with water, slush, snow or ice account is taken of:
				<u> </u>	<u> </u>	
	1			a		the runway overrun area; and
				b		local wind conditions, including any element of tailwind or crosswind; and
				c		height of any snow banks adjacent to the runway.
				Ĺ		
			125.545			Loss of runway length
						The operator shall, when calculating distance
		i	l	I	I	available for take off, take account of any length of
						the runway which will necessarily be used for lining
			125.550			

Part 91		Dogwiyomont	Part 125			Daquiroment
1 411 71		Requirement	1 411 123			Requirement An operator needing to use Short Landing
						Operations (where the distance used for the
						calculation of permitted landing mass may include the usable length of the declared safe area) shall
						require an approval by the Governor. (See
						Appendix 1 to 125.550)
			125.555			Steep approaches – aeroplanes An operator requiring the use of steep approaches
						(using glideslope angles of 4.5° or more) shall
						require an approval by the Governor. (See
			125.560			Appendix 1 to 125.555) Performance – mass limitation
			125.500			The operator shall ensure that:
				a		the mass of the aeroplane at the start of any take off
						shall not exceed:
					1	the mass at which 125.575 or 125.580 can be
					1	complied with; and
					2	the mass at which 125.585 and 125.590 can be
						complied with, allowing for expected reductions in mass as the flight proceeds, for any fuel jettisoning
						that may be envisaged, and the use of alternate
				_		aerodromes;
				b		in no case shall the mass at the start of take off exceed the maximum take off mass specified in the
						flight manual for that pressure altitude appropriate
						to the aerodrome elevation and, if used as a
						parameter to determine the maximum take off mass any other local atmospheric condition;
						any other rocal authospheric condition,
				с		in no case shall the estimated mass for the expected
						time of landing at the planned destination aerodrome and at any destination alternate
						aerodrome, exceed the maximum landing mass
						specified in the flight manual for the pressure
						altitude appropriate to the aerodrome elevation(s), and if used as a parameter to determine the
						maximum landing mass, any other local
						atmospheric condition; and
				d		the mass of the aeroplane at the time of take-off, or at the expected time of landing at the destination
						and at any planned alternate does not exceed the
						maximum mass at which the applicable noise
						certification has been granted unless otherwise authorised by the Governor.
			125.575			Take-off
				a		The operator shall ensure that an aeroplane of
						MTOM greater than 5,700 kg is able, in the event of a critical power-unit failing at any point in the
						take-off, either to discontinue the take-off and stop
						within either the accelerate-stop distance available
						or the runway available, or to continue the take-off and clear all obstacles along the flight path by an
						adequate margin until the aeroplane is in a position
	_		125.580			to comply with 125.585.
			143,300	a		Aeroplane climb performance The operator shall ensure that pilots are provided
						with operating instructions and with information on
						aeroplane climb performance sufficient to enable
						the pilot in command to determine the climb gradient that can be achieved during the departure
						phase for the existing take off conditions and using
						the intended take off technique.
				b		The information required by (a) shall be made
						available within the operations manual.
			125.585			En-route mass The operator shall ensure that any seconlars of
						The operator shall ensure that any aeroplane of MTOM greater than 5,700kg shall be able, in the
						event of the critical engine becoming inoperative at
						any point along the route or any planned diversion
						route, to continue the flight to an aerodrome at which the requirements of 125.590 can be met,
						without flying below the minimum obstacle
			125.590			clearance altitude at any point.
			120.070			Landing mass The operator shall ensure that:
				a		an aeroplane shall at the planned destination
						aerodrome and at any alternate aerodrome, after
						clearing all obstacles in the approach path by a safe margin, be able to land, with assurance that the
						aeroplane will be able to come to a stop (or for a
						seaplane to a satisfactorily low speed) within the
				b		landing distance available; and when calculating whether an aeroplane will be able
				[~		to comply with (a), allowance shall be made for
						expected variations in the approach and landing
				Δ		techniques used. ix 1 to 121.550 / 125.550 / 135.550
	_				-	Short landing operations
						Short landing operations

Part 91		Daniusmont	Part 125			Dogwinsmant
1 411 91		Requirement	1 art 125			Requirement For the purpose of short landing operations, the
				a		For the purpose of short landing operations, the distance used for the calculation of the permitted
1						landing mass may consist of the usable length of the
						declared safe area plus the declared landing
						distance available. The Govenor may approve such
						operations in accordance with the following criteria
					1	Demonstration of the need for short landing
1					1	operations. There must be a clear public interest and
						operational necessity for the operation, either due to
1						the remoteness of the airport or to physical
1						limitations relating to extending the runway.
					2	A1 1
				+		Aeroplane and operational criteria: Short landing operations will only be approved for
					1	aeroplanes where the vertical distance between the
						path of the pilot's eye and the path of the lowest
						part of the wheels, with the aeroplane established
						on the normal glide path, does not exceed 3 m.
					::	When establishing aerodrome operating minima the
					11	visibility/RVR must not be less than 1,500 m. In
1						addition, wind limitations must be specified in the
<u>L</u>	L					operations manual.
					ii	Minimum pilot experience, training requirements
1						and special aerodrome familiarisation must be
1						specified for such operations in the operations
				+	2	manual. It is assumed that the crossing height over the
1						beginning of the usable length of the declared safe
1						area shall not be less than 50 ft.
					4	Additional criteria: The Governor may impose such
1						additional conditions as are deemed necessary for a
1						safe operation taking into account the aeroplane
1						type characteristics, orographic characteristics in
						the approach area, available approach aids and missed approach/baulked landing considerations.
						Such additional conditions may be, for instance, the
						requirement for VASI/PAPI -type visual slope
						indicator system.
				<u> </u>		•
				b		Airfield criteria for short landing operations:
1					1	The use of the safe area must be approved by the airport authority.
					2	The usable length of the declared safe area must not
L	L					exceed 90 m.
					3	The width of the declared safe area shall not be less
						than twice the runway width or twice the wing span
1						whichever is the greater, centred on the extended
				+	1	runway centre line. The declared safe area must be clear of obstructions
1						or depressions which would endanger an aeroplane
1						undershooting the runway and no mobile object
						shall be permitted on the declared safe area while
1						the runway is being used for short landing
					5	operations. The slope of the declared safe area must not exceed
1						5 % upward nor 2 % downward in the direction of
						landing.
					6	For the purpose of this operation, the bearing
1						strength requirement of the landing distance
1						available need not apply to the declared safe area.
				A	ppend	ix 1 to 121.555 / 125.555 / 135.555
						Steep approach procedures
				a		The Governor may approve the application of steep
						approach procedures using glide slope angles of
						4.5° or more, and with screen heights of less than
1						50 ft but not less than 35 ft, provided that the
					1	following criteria are met:
1					1	the aeroplane flight manual must state the maximum approved glide slope angle, any other limitations,
1						normal, abnormal or emergency procedures for the
						steep approach as well as amendments to the field
1						length data when using steep approach criteria;
<u> </u>						o mitaklo alida aada aa Caasaa
1					2	a suitable glide path reference system, comprising a least a visual glide path indicating system, must be
1						available at each aerodrome at which steep
1						approach procedures are to be conducted; and
					3	weather minima must be specified and approved for
						each runway to be used with a steep approach.
1						Consideration must be given to the following:
					;	the obstacle situation;
						the type of glide path reference and runway
1					11	guidance such as visual aids, MLS, 3D–NAV, ILS,
						LLZ, VOR, NDB;
						the minimum visual reference to be required at DH
						and MDA;
					iv	available airborne equipment;
		Page	23 of 55			

Part 91			Dogwiyamant	Part 125			Dagwinamant
Part 91	Ī	l	Requirement	Part 125	Ì		Requirement pilot qualification and special aerodrome
						ľ	familiarisation;
						vi	aeroplane flight manual limitations and procedures;
							and
			Outro ant E. Jacobson		L =		missed approach criteria.
	T		Subpart F – Instrur	nents and 125.600	Equ	<u>ipmer</u> I	Applicability
				123.000			This Subpart prescribes the instruments and
							equipment required for aircraft operating under this
01.60				125 (05			Part.
91.605	a		General No person shall operate an aircraft unless it is	125.605			General
	a		equipped in compliance with the laws and				
			regulations of the State in which it is registered.				
	b		For an aircraft registered in the Territory,				
			excepting any aircraft required to be operated under OTAR Parts 121, 125 or 135, the equipment				
			to be provided is that required by this Subpart.				
			N 1 11 4 ' 04 1' 14'				
	С		No person shall operate an aircraft to which this Subpart applies unless:				The operator shall ensure that an aircraft does not commence a flight unless:
		1	the aircraft is equipped with the type and number		a		the aircraft is equipped with the type and number of
			of instruments and equipment required by this				instruments and equipment required by this
		2	Subpart; and		h	-	Subpart; and
		2	the instruments and equipment shall be of a type approved by the Governor either generally or in		b	1	the instruments and equipment shall be of a type approved by the Governor either generally or in
			relation to a class of aircraft or in relation to that				relation to a class of aircraft or in relation to that
	_	_	aircraft; and		1	<u> </u>	aircraft; and
		3	the instruments and equipment have been installed in accordance with the aircraft manufacturer's		c	1	the instruments and equipment have been installed in accordance with the aircraft manufacturer's
			instructions or other instructions acceptable to the			1	instructions or other instructions acceptable to the
			Governor.			<u> </u>	Governor.
91.610			Inoperative instruments and equipment	125.610			Inoperative instruments and equipment
	a		Except as provided in paragraph (b), an aircraft shall not commence a flight with inoperative		a	1	Except as provided in paragraph (b), an aircraft shall not commence a flight with inoperative
			instruments or equipment if it is legally required to			1	instruments or equipment if it is legally required to
			carry that instrument or equipment, unless the				carry that instrument or equipment, unless the
		1	following conditions are met:			1	following conditions are met:
		1	a minimum equipment list (MEL) has been approved by the Governor for use with that			1	a minimum equipment list (MEL) has been approved by the Governor for use with that aircraft;
			aircraft; and				and
		2	the aircraft records available to the pilot include an			2	the aircraft records available to the pilot include an
			entry describing the inoperative instruments and equipment; and				entry describing the inoperative instruments and equipment; and
		3	the aircraft is operated in accordance with all			3	the aircraft is operated in accordance with all
			applicable conditions and limitations contained in				applicable conditions and limitations contained in
			the MEL.				the MEL.
	b		An aircraft that is not required to hold an MEL may be operated under this Part with inoperative		b		An aircraft that is not required to hold an MEL may be operated under this Part with inoperative
			instruments and equipment provided the				instruments and equipment provided the inoperative
			inoperative instruments and equipment:				instruments and equipment:
		_	are not: part of the certification instruments and equipment			1 ;	are not: part of the certification instruments and equipment
		1	prescribed in the applicable airworthiness			1	prescribed in the applicable airworthiness
			requirements under which the aircraft was type				requirements under which the aircraft was type
			certificated; or				certificated; or
		11	required by this Subpart for specific operations; or			11	required by this Subpart for specific operations; or
		iii	required by an airworthiness directive to be in			iii	required by an airworthiness directive to be in
		_	operable condition; and			<u> </u>	operable condition; and
		2	are placarded "Inoperative" and the required maintenance recorded in accordance with OTAR			2	are placarded "Inoperative" and the required maintenance recorded in accordance with OTAR
			Part 43.			<u> </u>	Part 43.
91.615			Minimum equipment list (MEL)	125.615			Minimum equipment list (MEL)
			Where a minimum equipment list is established in			1	The operator shall, where a master minimum
			relation to an aircraft, the operator shall ensure:			1	equipment list (MMEL) exists for the aircraft:
	a		it is based upon, but no less restrictive than, the		a		establish, for each aircraft, a minimum equipment
			relevant master minimum equipment list (MMEL);			1	list (MEL) approved by the Governor. This shall be
			and			1	based upon, but no less restrictive than, the relevant master minimum equipment list (MMEL); and
						<u>L</u>	master minimum equipment list (whiteL), and
	b		it has been approved by the Governor.		b		ensure the MEL is contained in the operations
					с		manual; and not operate an aircraft other than in accordance with
							the MEL unless permitted by the Governor. Any
						1	such permission will in no circumstances permit
						1	operation outside the constraints of the MMEL.
91.625			Location of instruments and equipment	125.625			Location of instruments and equipment
			The operator shall ensure that:				The operator shall ensure that:
	a		any instruments and equipment to be operated or		a		any instruments and equipment to be operated or
			used by one pilot can be readily seen and operated from that pilot's normally seated position with the			1	used by one pilot can be readily seen and operated from that pilot's normally seated position with the
			minimum practicable deviation from normal line			1	minimum practicable deviation from normal line of
			of sight along the flight path; and			1	sight along the flight path; and
	b		any single instrument or item of equipment to be		b		any single instrument or item of equipment to be
	"		operated or used by two pilots, is installed so that		"	1	operated or used by two pilots, is installed so that it
			it can be readily seen and operated from each			1	can be readily seen and operated from each pilot's
91.630			pilot's normally-seated position.	125.630		 	normally-seated position. Markings and placards
71.030			Markings and placards	24 of 55			Intal Kings and placards

Part 91			Daguinament	Part 125			Dogwinsmont
1 art 91	ı	Ī	Requirement The operator shall ensure that:	1 art 125			Requirement The operator shall ensure that:
	a		any placards, listings or instrument markings		a		any placards, listings or instrument markings
	a		containing prescribed operating limitations shall		a		containing prescribed operating limitations shall be
			be displayed in the aircraft. Each marking and				displayed in the aircraft. Each marking and placard
			placard shall be displayed in a conspicuous place				shall be displayed in a conspicuous place and in
			and in such a manner to minimise the risk of				such a manner to minimise the risk of erasure,
			erasure, disfigurement, obscuring, or removal; and				disfigurement, obscuring, or removal; and
	b		each unit of measure used on a marking or placard		b		each unit of measure used on a marking or placard
			shall be the same as that on any related instrument		~		shall be the same as that on any related instrument
			or in the related flight manual; and				or in the related flight manual; and
	c		each fuel contents gauge shall be clearly marked to		c		each fuel contents gauge shall be clearly marked to
			indicate the units to which the gauge is calibrated;				indicate the units to which the gauge is calibrated;
	d	+	and an aircraft shall be placarded in the immediate		d		and an aircraft shall be placarded in the immediate
	u		vicinity of each fuel and oil filler with the		u		vicinity of each fuel and oil filler with the
			specification and/or grade of fuel or oil, as				specification and/or grade of fuel or oil, as
			appropriate.				appropriate.
91.635			Seating and restraints	125.635			Seating and restraints
	a	_	An aircraft shall be equipped with:		a		An aircraft shall be equipped with:
		1	a seat or berth for each person on board; and				a seat or berth for each person on board; and
		2	a safety belt for each seat and restraining belts for			2	a safety belt for each seat and restraining belts for
	-	3	each berth; and for each flight crew member seat: either a safety		+	3	each berth; and for each flight crew member seat: either a safety
			harness; or, if the aircraft type certificate allows, a				harness; or, if the aircraft type certificate allows, a
			seat belt with a diagonal shoulder strap.				seat belt with a diagonal shoulder strap.
					b		The safety harness for each flight crew seat shall
					1	<u> </u>	incorporate:
						1	a device to automatically restrain the occupant in
	+			-	+-	7	the event of rapid deceleration; and where practicable, a device to prevent an
						'	incapacitated occupant from interfering with the
						L	controls.
							Note: Depending on the design, the lock on an
		╄					inertia reel device may suffice for this purpose.
	b		Notwithstanding paragraph (a)(1) and (2), a seat,		С		Notwithstanding paragraph (a)(1) and (2), a seat,
			berth, safety belt or restraining belt is not required for:				berth, safety belt or restraining belt is not required for:
		1	a child being carried in accordance with paragraph			1	a child being carried in accordance with paragraph
			91.355(c)(1); or				91.355(c)(1); or
		2	a person being carried during parachute			2	a person being carried during parachute operations,
			operations, unless parachutist restraints are				unless parachutist restraints are required by the
		+	required by the aircraft flight manual.		a		aircraft flight manual.
		+			d	1	For each required cabin crew member: in aircraft for which the first certificate of
						1	airworthiness, for that individual aircraft, was
							issued on or after 1 January 1981, a forward or
							rearward facing seat (within 15 degrees of the
							longitudinal axis of the aircraft), fitted with a safety
		+			0		harness. Cabin crew seats provided in accordance with
					e		paragraph (d) shall be located near floor level and
							close to emergency exits.
91.640			Aircraft operating under VFR	125.640			Aircraft operating under VFR
	a		An aircraft shall be equipped with a means of		a		An aircraft shall be equipped with a means of
		1	measuring and displaying:			-	measuring and displaying:
			magnetic heading; the time in hours, minutes and seconds				magnetic heading; the time in hours, minutes and seconds (permitted
		'	(permitted to carry a means of meassuring time, if			′	to carry a means of meassuring time, if aircraft is
			aircraft is not equipped);				not equipped);
		-	barometric altitude;			_	barometric altitude;
			indicated airspeed;				indicated airspeed;
		5	mach number, if the speed limitation prescribed by			5	mach number, if the speed limitation prescribed by
			the aircraft flight manual is expressed in terms of mach number; and				the aircraft flight manual is expressed in terms of mach number; and
	1	6	in a helicopter: slip.		1	6	in a helicopter: slip.
	b	Ť	An aircraft shall be equipped with spare fuses of		b	Ť	An aircraft shall be equipped with spare fuses of
			appropriate ratings, where necessary, for all				appropriate ratings, where necessary, for all
			electrical circuits that can be changed in flight (at				electrical circuits that can be changed in flight (at
			least 3 of each rating, or 10 % of the number for			1	least 3 of each rating, or 10 % of the number for
-	c	\vdash	each rating, whichever is greater). Paragraph (a) above shall not apply to non-power		+		each rating, whichever is greater).
	6		driven aircraft.			1	
91.645			VFR flights operated as controlled flights	125.645	İ		VFR flights operated as controlled flights
			An aircraft flying under the visual flight rules, but				An aircraft flying under the visual flight rules, but
			as a controlled flight shall be equipped in				as a controlled flight shall be equipped in
01 650	_		accordance with 91.655.	125 (50	1	1	accordance with 125.655.
91.650	-	-	Equipment for flight in icing conditions An aircraft shall be certificated and equipped to	125.650	+	-	Equipment for flight in icing conditions An aircraft shall be certificated and equipped to
			operate in icing conditions, for flight in				operate in icing conditions, for flight in
			circumstances in which icing conditions are				circumstances in which icing conditions are
			reported to exist or are expected to be				reported to exist or are expected to be encountered.
			encountered.				
91.655			Aircraft operating at night or under IFR	125.655			Aircraft operating at night or under IFR
			Note: 'With the surface in sight' means with the				Note: 'With the surface in sight' means with the
			flight crew being able to see sufficient surface				flight crew being able to see sufficient surface
			features or surface illumination to enable the flight crew to maintain the aircraft in a desired attitude				features or surface illumination to enable the flight crew to maintain the aircraft in a desired attitude
			without reference to any flight instrument.				without reference to any flight instrument.
			mgnt instrument.				mgnt monuncit.
	-			u		•	

Part 91			Requirement	Part 125			Doguiroment
rart 91	a		An aircraft flying at night or under IFR or when	rart 123	a	1	Requirement An aircraft flying at night or under IFR or when the
	а		the surface is not in sight shall be equipped with a		a		surface is not in sight shall be equipped with a
			means of measuring and displaying:				means of measuring and displaying:
			magnetic heading (standby compass);				magnetic heading (standby compass);
		2	the time in hours, minutes and seconds			2	the time in hours, minutes and seconds; (permitted
		3	(permitted to be carried if aircraft not equipped); barometric altitude, from two independent		1	3	to be carried if aircraft not equipped) barometric altitude, from two independent altimetry
			altimetry sources;				sources;
		4	indicated airspeed, with a means of preventing			4	indicated airspeed, with a means of preventing
			malfunctioning due to either condensation or				malfunctioning due to either condensation or icing;
			icing; and mach number, if the speed limitation prescribed by		1	;	and mach number, if the speed limitation prescribed by
			the aircraft flight manual is expressed in terms of			1	the aircraft flight manual is expressed in terms of
			mach number;				mach number;
			in an aeroplane: turn and slip; and in a helicopter:			5	in an aeroplane: turn and slip; and in a helicopter:
			slip; for each required pilot: aircraft attitude; except			6	slip; for each required pilot: aircraft attitude; except
		6 i	in an aeroplane: one attitude indicator may be			i	in an aeroplane: one attitude indicator may be
		•	replaced by the turn and slip indicator; and			'	replaced by the turn and slip indicator; and
		ii	in a helicopter: an additional means of indicating			ii	in a helicopter: an additional means of indicating
			aircraft attitude;		-		aircraft attitude;
			stabilised aircraft heading;		-		stabilised aircraft heading; whether the power supply to the gyroscopic
		8	whether the power supply to the gyroscopic instruments is adequate;			8	instruments is adequate;
		9	outside air temperature; and			9	outside air temperature; and
			rate of climb and descent.				rate of climb and descent.
	b		An aircraft shall be equipped with spare fuses as		b		An aircraft shall be equipped with spare fuses as
	1		described in 91.640 (b).		<u> </u>	<u> </u>	described in 125.640 (b).
					С	1	In an aeroplane of MTOM over 5,700 kg: one attitude indicator shall be powered by a
						1	one attitude indicator shall be powered by a separate power source, which operates
							automatically for at least thirty minutes after total
							failure of the main electrical generating system; and
						_	aball marride on in the discrete
						2	shall provide an indication on the instrument panel of when the attitude indicator is being operated by
							emergency power.
			Note: The flight instruments requirements may be				Note: The flight instruments requirements may be
			met by combinations of instruments or by				met by combinations of instruments or by electronic
			electronic displays provided that the safeguards				displays provided that the safeguards against total
			against total failure, inherent in separate instruments, are maintained (see 91.660).				failure, inherent in separate instruments, are maintained (see 125.660).
	c		When operating at night, the following lights:		d		When operating at night, the following lights:
			lights, as required by the Rules of the Air;				lights, as required by the Rules of the Air;
			illumination for all flight instruments and				illumination for all flight instruments and
			equipment that are essential for the safe operation				equipment that are essential for the safe operation
		1	of the aircraft; lights in all passenger compartments;			1	of the aircraft; lights in all passenger compartments;
			for an aeroplane a landing light;		+		for an aeroplane a landing light;
		3	for a helicopter a landing light which shall be			5	for a helicopter a landing light which shall be
			trainable in the vertical plane; and				trainable in the vertical plane; and
		6	an independent portable light for every crew			6	an independent portable light for every crew
01.660			member station.	125 ((0	-		member station.
91.660			Glass cockpit systems An aircraft with advanced cockpit automation	125.660	+		Glass cockpit systems An aircraft with advanced cockpit automation
			systems (glass cockpit) shall have system				systems (glass cockpit) shall have system
			redundancy that provides flight crew with attitude,				redundancy that provides flight crew with attitude,
			heading, airspeed and altitude indications in case				heading, airspeed and altitude indications in case of
			of failure of the primary system or display.				failure of the primary system or display.
				125.665	+		Altitude alerting system
				120.000	a		An aeroplane powered by one or more turbine jets,
							or a turbine-engined aeroplane of MTOM over
							5,700 kg shall be equipped with an altitude alerting
	+				L.		system or device. An altitude alerting system or device required by
					b		An altitude alerting system or device required by paragraph (a) shall:
						1	be capable of alerting the pilot to an approaching
							pre-selected altitude by means of visual and aural
							signals, such that it is possible to establish level
							flight from climb or descent without exceeding the
						2	pre-selected altitude; and be able to be tested without special equipment to
							determine proper operation of alerting signals; and
						3	accept barometric pressure settings if the device
					+	1	operates on barometric pressure; and enable use of pre-selected altitudes in increments
						1	commensurate with the altitudes at which the
							aeroplane is approved for use.
91.670			Communication equipment	125.670			Communication equipment
	a		An aircraft shall be equipped with:		a		An aircraft shall be equipped with:
			radio communication equipment that is capable of			1	radio communication equipment that is capable of
			providing continuous two-way communications with an appropriate ATS unit or aeronautical				providing continuous two-way communications with an appropriate ATS unit or aeronautical
			telecommunications facility, and for receiving				telecommunications facility, and for receiving
			meteorological information, at any time during				meteorological information, at any time during
			flight; and				flight; and
		2	a headset with a boom or throat microphone.			2	a headset with a boom or throat microphone.
	b		The radio communication equipment shall provide		b		The radio communication equipment shall provide
	1		for communication on the emergency frequency				for communication on the emergency frequency 121.5 MHz.
			121.5 MHz.				

Part 91			Requirement	Part 125			Requirement
	c		For flights in defined portions of airspace or on		c		For flights in defined portions of airspace or on
			routes where a Required Communications Performance (RCP) type has been prescribed, an				routes where a Required Communications Performance (RCP) type has been prescribed, an
			aircraft shall, in addition:				aircraft shall, in addition:
		1	be provided with communication equipment which				be provided with communication equipment which
			will enable it to operate in accordance with the				will enable it to operate in accordance with the
		2	prescribed RCP type(s); and be approved by the Governor for operations in			2	prescribed RCP type(s); and be approved by the Governor for operations in such
		_	such airpsace.				airpsace.
	d		Communication equipment shall be installed such		d		Communication equipment shall be installed such
			that failure of one unit will not result in the failure of another unit.				that failure of one unit will not result in the failure of another unit.
91.675			Navigation equipment	125.675			Navigation equipment
	a		An aircraft shall be equipped with a navigation		a		An aircraft shall be equipped with a navigation
			system which will enable the aircraft to proceed in				system which will enable the aircraft to proceed in
		1	accordance with: the flight plan; and				accordance with: the flight plan; and
			the requirements of ATC;				the requirements of ATC.
			except when navigation for flights under the visual				
			flight rules is accomplished by visual reference to landmarks.				
	b		An aircraft shall be sufficiently provided with		b		An aircraft shall be sufficiently provided with
			navigation equipment to ensure that, in the event				navigation equipment to ensure that, in the event of
			of the failure of one item of equipment at any stage				the failure of one item of equipment at any stage of
			of the flight, the remaining equipment will enable the aircraft to navigate in accordance with the				the flight, the remaining equipment will enable the aircraft to navigate in accordance with the
		L	applicable requirements.				applicable requirements.
	c		For operations where a navigation specification for		c		For operations where a navigation specification for
			performance-based navigation (PBN) has been				performance-based navigation (PBN) has been
			prescribed, an aeroplane shall, in addition, be provided with navigation equipment which will				prescribed, an aeroplane shall, in addition, be provided with navigation equipment which will
			enable it to operate in accordance with the				enable it to operate in accordance with the
			prescribed navigation specification(s) and be				prescribed navigation specification(s) and be
	d		approved in accordance with Subpart SPA. An aircraft operating in North Atlantic High Level		d		approved in accordance with Subpart SPA. An aircraft operating in North Atlantic High Level
			Airspace (NAT HLA) airspace where minimum				Airspace (NAT HLA) airspace where minimum
			navigation performance specifications are				navigation performance specifications are
		1	prescribed shall: be equipped with navigation equipment capable of				prescribed shall: be equipped with navigation equipment capable of
		•	continuously and accurately indicating to the flight				continuously and accurately indicating to the flight
			crew adherence to or departure from track; and				crew adherence to or departure from track; and
		2	be approved in accordance with Subpart SPA.		 	2	be approved in accordance with Subpart SPA.
	e		An aircraft operating in RVSM airspace shall be:		e		An aircraft operating in RVSM airspace shall be:
			provided with equipment capable of:				provided with equipment capable of:
		i	indicating to the flight crew the flight level being				indicating to the flight crew the flight level being
	$\vdash\vdash$;:	flown; and automatically maintaining a selected flight level to				flown; and automatically maintaining a selected flight level to
			within \pm 65 feet; and				within \pm 65 feet; and
		iii	providing an aural and visual alert to the flight			iii	providing an aural and visual alert to the flight crew
			crew when a deviation from the selected flight level occurs. The threshold for the alert shall not				when a deviation from the selected flight level occurs. The threshold for the alert shall not exceed
			exceed 300 feet (90 metres); and				300 feet (90 metres); and
		2	approved in accordance with Subpart SPA.			2	approved in accordance with Subpart SPA.
	f		All required radio navigation equipment shall		f		All required radio navigation equipment shall
			comply with the FM-immunity requirements of ICAO Annex 10 Volumes I and III.				comply with the FM-immunity requirements of ICAO Annex 10 Volumes I and III.
	g		Any radio navigation equipment fitted on the		g		Any radio navigation equipment fitted on the
			aircraft that does not comply with the FM-				aircraft that does not comply with the FM-Immunity
			Immunity requirements of ICAO Annex 10 shall be placarded to alert flight crew to the potential for				requirements of ICAO Annex 10 shall be placarded to alert flight crew to the potential for radio
			radio interference.		<u> </u>		interference.
91.680			Landing in instrument meteorological	125.680			Landing in instrument meteorological conditions
			conditions				An aircraft that may require to land in instrument
			An aircraft that may require to land in instrument		l I		an erent time time todano to fand in Histianicili
			An aircraft that may require to land in instrument meteorological conditions shall be provided with				meteorological conditions shall be provided with
			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used.				meteorological conditions shall be provided with radio equipment appropriate to the aids to be used.
			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving				meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signal
			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which				meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signal to provide guidance to a point from which a visual
			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving				meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signal to provide guidance to a point from which a visual
01.695			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome.	125 /05			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signal to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome.
91.685			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach	125.685			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signal to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach
91.685			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than	125.685			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signal to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than
91.685			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation	125.685			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signal to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation
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91.685			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation	125.685			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signal to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation
91.685			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance		a		meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signal to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Crew intercom and public address system The operator shall ensure that, other than for single
91.685			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance		a		meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signal to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Crew intercom and public address system
91.685			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance		a		meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signal to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Crew intercom and public address system The operator shall ensure that, other than for single
91.685			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Medical and emergency equipment		a	1	meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signal to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Crew intercom and public address system The operator shall ensure that, other than for single pilot operations, an aircraft is equipped with: a crew member intercom system. Medical and emergency equipment
91.700	a		meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Medical and emergency equipment An aircraft shall be equipped with:	125.690	a	1	meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signal to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Crew intercom and public address system The operator shall ensure that, other than for single pilot operations, an aircraft is equipped with: a crew member intercom system. Medical and emergency equipment An aircraft shall be equipped with:
91.700	a		meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Medical and emergency equipment An aircraft shall be equipped with: one or more first aid kits, stowed in accessible	125.690		1	meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signal to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Crew intercom and public address system The operator shall ensure that, other than for single pilot operations, an aircraft is equipped with: a crew member intercom system. Medical and emergency equipment An aircraft shall be equipped with: one or more first aid kits, stowed in accessible
91.700	a		meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Medical and emergency equipment An aircraft shall be equipped with:	125.690		1	meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Crew intercom and public address system The operator shall ensure that, other than for single pilot operations, an aircraft is equipped with: a crew member intercom system. Medical and emergency equipment An aircraft shall be equipped with:
91.700			meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Medical and emergency equipment An aircraft shall be equipped with: one or more first aid kits, stowed in accessible places.	125.690	a	1 2	meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Crew intercom and public address system The operator shall ensure that, other than for single pilot operations, an aircraft is equipped with: a crew member intercom system. Medical and emergency equipment An aircraft shall be equipped with: one or more first aid kits, stowed in accessible places; and medical supplies appropriate to the number of passengers the aircraft is certified to carry.
91.700	a		meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Medical and emergency equipment An aircraft shall be equipped with: one or more first aid kits, stowed in accessible	125.690		1 2	meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate aerodrome. Category II and III precision approach equipment An aircraft conducting a Category II, other than Standard Category II, or Category III operation shall be equipped and approved in accordance with Subpart SPA. Crew intercom and public address system The operator shall ensure that, other than for single pilot operations, an aircraft is equipped with: a crew member intercom system. Medical and emergency equipment An aircraft shall be equipped with: one or more first aid kits, stowed in accessible places; and medical supplies appropriate to the number of

Part 91			Requirement	Part 125			Requirement
	c		An aircraft shall be equipped with:		c		An aircraft shall be equipped with:
		1	at least one fire extinguisher, located in reach of a			1	at least one fire extinguisher, located in reach of a
			flight crew member and of a type that will not				flight crew member and of a type that will not
			interfere with the proper functioning of essential				interfere with the proper functioning of essential
		2	aircraft equipment; and at least one fire extinguisher in each compartment			2	aircraft equipment; and at least one fire extinguisher in each compartment
		2	that is separate from the pilots' compartment.				that is separate from the pilots' compartment.
			that is separate from the phots compartment.				that is separate from the phots compartment.
	d		Any agent used in a built-in fire extinguisher for		d		Any agent used in a built-in fire extinguisher for
			each lavatory disposal receptacle for towels, paper				each lavatory disposal receptacle for towels, paper
			or waste in an aircraft for which the first certificate				or waste in an aircraft for which the first certificate
			of airworthiness, for that individual aircraft, was				of airworthiness, for that individual aircraft, was
			issued on or after 31 December 2011 and any				issued on or after 31 December 2011 and any
			extinguishing agent used in a portable fire				extinguishing agent used in a portable fire
			extinguisher in an aircraft for which the individual certificate of airworthiness is first issued on or				extinguisher in an aircraft for which the individual certificate of airworthiness is first issued on or afte
			after 31 December 2018 shall not be of a type				31 December 2018 shall not be of a type listed in
			listed in Annex A, Group II of the <i>Montreal</i>				Annex A, Group II of the <i>Montreal Protocol on</i>
			Protocol on Substances That Deplete the Ozone				Substances That Deplete the Ozone Layer, 8th
			Layer, 8th Edition, 2009.				Edition, 2009.
			Note: Information concerning extinguishing agents				Note: Information concerning extinguishing agents
			is contained in the UNEP Halons Technical				is contained in the UNEP Halons Technical Option
			Options Committee Technical Note No. 1 – New				Committee Technical Note No. 1 – New
			Technology Halon Alternatives and FAA Report				Technology Halon Alternatives and FAA Report
			No. DOT/FAA/AR-99-63, Options to the Use of				No. DOT/FAA/AR-99-63, Options to the Use of
			Halons for Aircraft Fire Suppression Systems.				Halons for Aircraft Fire Suppression Systems.
					1		
91.705			Emergency locator transmitter	125.705	1		Emergency locator transmitter
	a		All required ELTs shall operate in accordance with the requirements of ICAO Annex 10, Volume III		a		All required ELTs shall operate in accordance with the requirements of ICAO Annex 10, Volume III
			•				
			and be capable of transmitting on 121.5 MHz and 406 MHz.				and be capable of transmitting on 121.5 MHz and 406 MHz.
	b		All ELTs capable of transmitting on 406 MHz		b		All ELTs capable of transmitting on 406 MHz mus
	~		must be coded in accordance with ICAO Annex 10		~		be coded in accordance with ICAO Annex 10 and
			and registered with the agency responsible for the				registered with the agency responsible for the
			maintenance of the aircraft register.				maintenance of the aircraft register.
			Aeroplanes –				Aeroplanes –
	c		Except as provided in paragraph (d) an aeroplane		c		Except as provided in paragraph (d) an aeroplane
			shall carry at least one ELT of any type.				shall carry at least one ELT of any type.
	.1		An aeroplane for which the first certificate of				An aeroplane for which the first certificate of
	d		airworthiness, for that individual aeroplane, was		d		airworthiness, for that individual aeroplane, was
			issued after 1 July 2008 shall be equipped with at				issued after 1 July 2008 shall be equipped with at
			least one automatic ELT.				least one automatic ELT.
			reast one automatic BET.				reast one automatic BET.
			Helicopters –				Helicopters –
	e		Performance Class 1 and 2 operations –		e		Performance Class 1 and 2 operations –
		1	A helicopter operating in performance Class 1 or 2			1	A helicopter operating in performance Class 1 or 2
			shall be equipped with at least one automatic ELT;				shall be equipped with at least one automatic ELT;
		2	when flying over water as described in 91.715,			2	and when flying over water as described in 125.715,
			with at least one automatic ELT and one ELT(S)				with at least one automatic ELT and one ELT(S) in
			in a raft or life jacket.				a raft or life jacket.
	f		Performance Class 3 operations –		f		Performance Class 3 operations –
		1	A helicopter operating in performance Class 3			1	A helicopter operating in performance Class 3 shal
			shall be equipped with at least one automatic ELT;				be equipped with at least one automatic ELT; and
			and				
		2	when flying over water as described in 91.715,			2	when flying over water as described in 125.715,
			with at least one automatic ELT and one ELT(S)				with at least one automatic ELT and one ELT(S) in
91.710	1	_	in a raft or life jacket.	125.710	1		a raft or life jacket.
71./10	1		Survival equipment	123./10			Survival equipment The operator shall ensure that:
	a		An aircraft shall carry survival equipment and		a		An aircraft shall carry survival equipment and
	a		signalling devices appropriate to the areas to be		a		signalling devices appropriate to the areas to be
			overflown.				overflown.
					b		The decision on the equipment to be carried shall
Ī	b		The decision on the equipment to be carried shall	•	1	Ī	be made with regard to the circumstances of the
	b		The decision on the equipment to be carried shall be made with regard to the circumstances of the				or made with regular to the offension of the
	b		be made with regard to the circumstances of the flight; and				flight; and
	b c		be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration		c		flight; and For an aircraft operating over water, consideration
			be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the		c		flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the
			be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into		c		flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into
			be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the		c		flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the
		1	be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following:		c	1	flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following:
			be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and		c		flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into
			be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following:		c		flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and
		2	be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air		c	2	flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air
		3	be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and		c	3	flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and
		3	be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an			3	flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and the availability of search and rescue facilities.
		3	be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and		c	3	flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and the availability of search and rescue facilities. A record of the risk assessement carried out under
		3	be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and			3	flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and the availability of search and rescue facilities. A record of the risk assessement carried out under (c) shall be maintained and revised as necessary in
		3	be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and			3	flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and the availability of search and rescue facilities. A record of the risk assessement carried out under (c) shall be maintained and revised as necessary in accordance with the requirements of the operator's
	С	3	be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and the availability of search and rescue facilities.		d	3	flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and the availability of search and rescue facilities. A record of the risk assessement carried out under (c) shall be maintained and revised as necessary in accordance with the requirements of the operator's safety management system.
		3	be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and the availability of search and rescue facilities. The equipment carried shall include, as			3	flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and the availability of search and rescue facilities. A record of the risk assessement carried out under (c) shall be maintained and revised as necessary in accordance with the requirements of the operator's safety management system. The equipment carried shall include, as appropriate
	С	3	be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and the availability of search and rescue facilities. The equipment carried shall include, as appropriate, the equipment specified in paragraph		d	3	flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and the availability of search and rescue facilities. A record of the risk assessement carried out under (c) shall be maintained and revised as necessary in accordance with the requirements of the operator's safety management system.
91.715	С	3	be made with regard to the circumstances of the flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and the availability of search and rescue facilities. The equipment carried shall include, as	125.715	d	3	flight; and For an aircraft operating over water, consideration of the risks to survival of the occupants of the aircraft in the event of a ditching shall take into account, but not be limited to, the following: the operating environment; and conditions such as sea state, sea and air temperature; and the distance from land suitable for making an emergency landing; and the availability of search and rescue facilities. A record of the risk assessement carried out under (c) shall be maintained and revised as necessary in accordance with the requirements of the operator's safety management system. The equipment carried shall include, as appropriate

Part 91			Requirement	Part 125			Requirement
- 41 0 / 1	a		Liferafts, lifejackets, and signalling devices		a		Liferafts, lifejackets, and signalling devices
			required by this paragraph shall be installed in				required by this paragraph shall be installed in
			conspicuously identified locations and easily				conspicuously identified locations and easily
	h		accessible in the event of a ditching. Each lifejacket or equivalent individual flotation		h		accessible in the event of a ditching. Each lifejacket or equivalent individual flotation
	b		device, required by this paragraph shall:		b		device, required by this paragraph shall:
		1	be equipped with a means of electric illumination			1	be equipped with a means of electric illumination
			for the purpose of facilitating the location of				for the purpose of facilitating the location of
			persons, with the exception of individual flotation devices required under 91.715(d); and				persons, with the exception of individual flotation devices required under 125.715(d); and
		2	be stowed in a place which is easily accessible			2	be stowed in a place which is easily accessible from
			from the seat or berth of the person for whose use				the seat or berth of the person for whose use it is
			it is provided.				provided.
	c		Single-engined aircraft flying over water beyond gliding or autorotational distance from land shall		c		Single-engined aircraft flying over water beyond gliding or autorotational distance from land shall be
			be equipped with a lifejacket, or equivalent				equipped with a lifejacket, or equivalent individual
			individual flotation device, for every person on				flotation device, for every person on board.
			board.				
	d		An aircraft when taking off or landing at an aerodrome or heliport where the take-off or		d		An aircraft when taking off or landing at an aerodrome or heliport where the take-off or
			approach path is so disposed over water that in the				approach path is so disposed over water that in the
			event of a mishap there would be a likelihood of a				event of a mishap there would be a likelihood of a
			ditching, shall be equipped with a lifejacket or				ditching, shall be equipped with a lifejacket or
			equivalent individual flotation device, for every person on board.				equivalent individual flotation device, for every person on board.
	e		A seaplane or amphibian aeroplane operated on		e		A seaplane or amphibian aeroplane operated on
			water, shall be equipped with:				water, shall be equipped with:
		1	a lifejacket, or equivalent individual flotation			1	a lifejacket, or equivalent individual flotation
		,	device, for every person on board equipment for making sound signals, as prescribed		1	2	device, for every person on board equipment for making sound signals, as prescribed
			by the International Regulations for Preventing				by the International Regulations for Preventing
			Collisions at Sea; and				Collisions at Sea; and
		_	one sea anchor; and				one sea anchor; and
		4	equipment necessary for mooring, anchoring or manoeuvring the aircraft on water, appropriate to			4	equipment necessary for mooring, anchoring or manoeuvring the aircraft on water, appropriate to
			the size, mass and handling characteristics of the				the size, mass and handling characteristics of the
			aircraft.				aircraft.
			Aeroplanes on extended flights over water (a				Aeroplanes on extended flights over water (a
			distance greater than 50nm or 30 minutes at normal cruising speed, whichever is lesser, from				distance greater than 50nm or 30 minutes at normal cruising speed, whichever is lesser, from
			land suitable for making an emergency				land suitable for making an emergency landing)—
			landing)-				
	f		An aeroplane flying over water shall, where		f		An aeroplane flying over water shall, where
			indicated by the assessment in 91.710(c), be equipped with:				indicated by the assessment in 125.710(c), be equipped with:
		1	a lifejacket, or equivalent individual flotation			1	a lifejacket, or equivalent individual flotation
		'	device, for every person on board			1	device, for every person on board
		2	liferafts in sufficient numbers to carry all persons			2	liferafts in sufficient numbers to carry all persons
			on board, stowed so as to facilitate their ready use				on board, stowed so as to facilitate their ready use
			in emergency, provided with such life-saving equipment, including means of sustaining life, as				in emergency, provided with such life-saving equipment, including means of sustaining life, as is
			is appropriate to the flight to be undertaken; and				appropriate to the flight to be undertaken; and
		3	equipment for making the distress signals			3	equipment for making the distress signals described
		<u> </u>	described in the Rules of the Air. any additional equipment decided by reference to				in the Rules of the Air. any additional equipment decided by reference to
		4	the assessment in 91.710(c).			4	the assessment in 125. 710(c).
			• • • • • • • • • • • • • • • • • • • •				· · ·
	σ		Helicopters flying over water – A helicopter operating over water shall:		σ		Helicopters flying over water – A helicopter operating over water shall:
	g	1	If required to carry more than one liferaft, have at		g	1	If required to carry more than one liferaft, have at
			least 50 per cent of the liferafts deployable by				least 50 per cent of the liferafts deployable by
			remote control. Rafts which are not deployable by				remote control. Rafts which are not deployable by
			remote control and which have a mass of more				remote control and which have a mass of more than
			than 40 kg shall be equipped with some means of mechanically assisted deployment; and				40 kg shall be equipped with some means of mechanically assisted deployment; and
		2	When two life-rafts are fitted, each shall be able to			2	When two life-rafts are fitted, each shall be able to
		_	carry all occupants in the overload state.				carry all occupants in the overload state.
			Note: The overload state is a design safety margin of 1.5 times the maximum capacity.				Note: The overload state is a design safety margin of 1.5 times the maximum capacity.
			Performance Class 1 and 2 operations –				Performance Class 1 and 2 operations –
		3	A helicopter operating in performance Class 1 or 2			3	A helicopter operating in performance Class 1 or 2
			when flying over water at a distance from land				when flying over water at a distance from land
			corresponding to more than 10 minutes at normal cruise speed, shall be equipped as follows:				corresponding to more than 10 minutes at normal cruise speed, shall be equipped as follows:
						<u></u>	
		j	certificated for ditching or, for coastal transit			i	certificated for ditching or, for coastal transit
			operations only, be fitted with a permanent or				operations only, be fitted with a permanent or
			rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter; and				rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter; and
		ii	liferaft(s) sufficient to carry all persons on board,			ii	liferaft(s) sufficient to carry all persons on board,
		"	suitably equipped to sustain life in the expected			[suitably equipped to sustain life in the expected
		ļ	conditions; and				conditions; and
		111	equipment for making the distress signals described in the Rules of the Air; and			iii	equipment for making the distress signals described in the Rules of the Air; and
		iv	any additional equipment decided by reference to			iv	any additional equipment decided by reference to
		<u> </u>	the assessment in 91.710(c).				the assessment in 125.710(c).
	<u> </u>	<u> </u>	Performance Class 3 operations –				Performance Class 3 operations –
		4	A helicopter operating in performance Class 3 when flying beyond auto-rotational or safe forced			4	A helicopter operating in performance Class 3 when flying beyond auto-rotational or safe forced landing
			landing distance from land, shall be equipped as				distance from land, shall be equipped as follows:
			follows:				A AA

Part 91			Dogwiyomont	Part 125	7		Dogwinsmont
1 art 91		;	Requirement be fitted with a permanent or rapidly deployable	1 art 12;	3	:	Requirement be fitted with a permanent or rapidly deployable
		I	means of flotation so as to ensure a safe ditching				means of flotation so as to ensure a safe ditching of
			of the helicopter; and				the helicopter; and
		ii	when not precluded by consideration related to the type of helicopter used, life raft(s) sufficient to			ii	when not precluded by consideration related to the type of helicopter used, life raft(s) sufficient to
			carry all persons on board, suitably equipped to				carry all persons on board, suitably equipped to
			sustain life in the expected conditions; and				sustain life in the expected conditions; and
		iii	equipment for making the distress signals described in the Rules of the Air.				equipment for making the distress signals described in the Rules of the Air.
		iv	any additional equipment decided by reference to			iv	any additional equipment decided by reference to
			the assessment in 91.710(c).				the assessment in 125.710(c).
91.720			Transponder	125.720			Transponder
	a		An aircraft shall be equipped with a pressure- altitude reporting secondary surveillance radar (SSR) transponder and any other SSR transponder capability that is required for the route being		а		An aircraft shall be equipped with a pressure- altitude reporting secondary surveillance radar (SSR) transponder and any other SSR transponder capability that is required for the route being flown
			flown. Note 1: The SSR transponders should operate in accordance with the relevant provisions of ICAO Annex 10, Volume IV				Note 1: The SSR transponders should operate in accordance with the relevant provisions of ICAO Annex 10, Volume IV
				125.725			Passenger safety instructions
							An aircraft shall be equipped with a means of conveying the following information and instructions to passengers:
					a		when seat belts are to be fastened; and
					b		when and how any oxygen equipment that is
					-	Ш	required to be carried is to be used; and
					c d		restrictions on smoking; and location and use of lifejackets, and lifecots if
					u u		carried; and
					e		location of emergency equipment; and
01.720			Overgon indicators	125 720	f		location and method of opening emergency exits. Oxygen indicators
91.730			Oxygen indicators An aircraft operated at altitudes above flight level	125.730			An aircraft operated at altitudes above flight level
			130, or for more than 30 minutes between flight				130, or for more than 30 minutes between flight
			level 100 up to and including flight level 130,				level 100 up to and including flight level 130, shall
	a		shall be equipped with a means of indicating: to the flight crew:		a		be equipped with a means of indicating: to the flight crew:
	а	1	the amount of breathing oxygen available in each		а		the amount of breathing oxygen available in each
			source of supply and whether the oxygen is being delivered to the dispensing units; and				source of supply and whether the oxygen is being delivered to the dispensing units; and
		2	in a pressurised aircraft, by visual or aural warning, when the cabin pressure altitude exceeds 10,000 feet; and			2	in a pressurised aircraft, by visual or aural warning, when the cabin pressure altitude exceeds 10,000 feet; and
	b		to each user of an individual breathing oxygen dispensing unit, the amount of oxygen available and whether the oxygen is being delivered to the		b		to each user of an individual breathing oxygen dispensing unit, the amount of oxygen available and whether the oxygen is being delivered to the
01.727			dispensing unit	105 705			dispensing unit.
91.735			Oxygen equipment and supplies for non- pressurised aircraft	125.735			Oxygen equipment and supplies for non- pressurised aircraft
			pressurised uner ute				The operator shall ensure that:
			A : 0 :1 1: d ::				A : 0 :d : 1 1: d ::
			An aircraft with a non-pressurised cabin that is operated at altitudes above flight level 100 shall be				An aircraft with a non-pressurised cabin that is operated at altitudes above flight level 100 shall be
			equipped with oxygen storage and dispensing				equipped with oxygen storage and dispensing
		_	equipment to supply the following:				equipment to supply the following:
		1	at altitudes up to and including flight level 130 for any period in excess of 30 minutes:			1	at altitudes up to and including flight level 130 for any period in excess of 30 minutes:
			stored breathing oxygen for continuous use by all				stored breathing oxygen for continuous use by all
			crew members and 10 % of the passengers; and				crew members and 10 % of the passengers; and
		2	at altitudes above flight level 130: stored breathing oxygen for continuous use by all			2	at altitudes above flight level 130:
			crew members and passengers.				stored breathing oxygen for continuous use by all crew members and passengers.
91.740			Oxygen equipment and supplies for pressurised	125.740			Oxygen equipment and supplies for pressurised
	a		aircraft An aircraft with a pressurised cabin that is to be		a		An aircraft with a pressurised cabin that is to be
	a		operated at altitudes above flight level 100 shall be equipped with:				operated at altitudes above flight level 100 shall be equipped with:
		1	a crew member on-demand oxygen mask			1	a crew member on-demand oxygen mask accessibl
			accessible to each flight crew member and capable of providing a continuous supply of stored				to each flight crew member and capable of providing a continuous supply of stored breathing
			breathing oxygen for that time following failure of				oxygen for that time following failure of the
			the pressurisation system that the cabin pressure				pressurisation system that the cabin pressure
		2	altitude would exceed 10,000 feet; and the following equipment that is readily accessible		+	2	altitude would exceed 10,000 feet; and the following equipment that is readily accessible to
		-	to each crew member, other than flight crew, at				each crew member, other than flight crew, at their
			their normally-seated position:		1		normally-seated position:
			a crew member on demand oxygen mask; or a passenger oxygen mask; and		+	_	a crew member on demand oxygen mask; or a passenger oxygen mask; and
			portable breathing equipment for immediate use				portable breathing equipment for immediate use
			containing the greater of 120 litres of oxygen or				containing the greater of 120 litres of oxygen or the
			the quantity of oxygen required for continuous use				quantity of oxygen required for continuous use for
			for that time the cabin pressure altitude would exceed 10,000 feet.				that time the cabin pressure altitude would exceed 10,000 feet.
	b		For the purposes of paragraph (a), the calculation		b		For the purposes of paragraph (a), the calculation of
			of the oxygen requirements in the event of pressurisation failure is to take into account:				the oxygen requirements in the event of pressurisation failure is to take into account:
		1	the time necessary for an emergency descent and				the time necessary for an emergency descent and
	1	1	the recovery phase to level flight at a safe altitude;		Ī		the recovery phase to level flight at a safe altitude;
			and				and

			Requirement	Part 125		Requirement
		2	any subsequent stage of the flight prior to landing			2 any subsequent stage of the flight prior to landing
			when it may be necessary for the aircraft to be flown at an altitude above flight level 100.			when it may be necessary for the aircraft to be flown at an altitude above flight level 100.
	С		An aeroplane with a pressurised cabin that is to be		c	An aeroplane with a pressurised cabin that is to be
			operated at altitudes above flight level 250 shall			operated at altitudes above flight level 250 shall
			carry the equipment and supplies in paragraph (a) and:			carry the equipment and supplies in paragraph (a) and:
			a quick donning crew member on-demand mask			1 a quick donning crew member on-demand mask
			readily accessible to each flight crew member at their normally seated position; and			readily accessible to each flight crew member at their normally seated position; and
		2	in no case less than 10 minutes' oxygen supply for			2 in no case less than 10 minutes' oxygen supply for
			all passengers carried.			all passengers carried.
	d		An aircraft operated above flight level 100 up to and including flight level 250 that cannot descend		d	An aircraft operated above flight level 100 up to and including flight level 250 that cannot descend
			safely within four minutes to an altitude equal or			safely within four minutes to an altitude equal or
			lower than flight level 130 shall carry a minimum			lower than flight level 130 shall carry a minimum
			of 10 minutes' oxygen supply for all passengers carried.			10 minutes' oxygen supply for all passengers carried.
91.750			Flight recorders – Construction and Installation			Flight recorders – Construction and Installation
			(i.e Any type of recorder installed in the aircraft for the purpose of complementing			(i.e Any type of recorder installed in the aircraft for the purpose of complementing
			accident/incident			accident/incident
			investigation).			investigation).
			Note 1: Crash-Protected flight recorders			Note 1: Crash-Protected flight recorders
			comprise one or more of the following systems:			comprise one or more of the following systems:
			a flight data recorder (FDR), — a cockpit voice recorder (CVR),			a flight data recorder (FDR), — a cockpit voice recorder (CVR),
			— an airborne image recorder (AIR),			— an airborne image recorder (AIR),
			— a data link recorder (DLR).			— a data link recorder (DLR).
			Note 2: Lightweight flight recorders comprise			Note 2: Lightweight flight recorders comprise
			one or more of the following systems:			one or more of the following systems:
			-an aircraft data recording system (ADRS), -a cockpit audio recording system (CARS),			-an aircraft data recording system (ADRS), -a cockpit audio recording system (CARS),
			-an airborne image recording system (AIRS),			-an airborne image recording system (AIRS),
			-a data link recording system (DLRS). The operator shall ensure that any required flight			-a data link recording system (DLRS). The operator shall ensure that any required flight
	a		recorder:		а	recorder:
		_	is constructed, located and installed so as to			1 is constructed, located and installed so as to provid
			provide maximum practical protection for the recordings in order that the recorded information			maximum practical protection for the recordings in order that the recorded information may be
			may be preserved, recovered and transcribed; and			preserved, recovered and transcribed; and
		2	meets the prescribed crashworthiness and fire			2 meets the prescribed crashworthiness and fire
			protection specifications.			protection specifications.
		3	Non-deployable crash-protected flight recorder			3 Non-deployable crash-protected flight recorder
			containers shall have securely attached an automatically activated underwater locating device			containers shall have securely attached an
						automatically activated underwater locating device
			operating at a frequency of 37.5 kHz. This device			automatically activated underwater locating device operating at a frequency of 37.5 kHz. This device
l			-			
91.755			operating at a frequency of 37.5 kHz. This device	125.755		operating at a frequency of 37.5 kHz. This device
91.755			operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives			operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives
91.755			operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application			operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for
91.755			operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives			operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives
91.755			operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-			operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-
91.755			operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational			operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational
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91.755			operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents. Note 2: For aeroplanes for which the application			operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents. Note 2: For aeroplanes for which the application for
91.755			operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents. Note 2: For aeroplanes for which the application for type certification is submitted on or after 1			operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents. Note 2: For aeroplanes for which the application for type certification is submitted on or after 1 January
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91.755	a		operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents. Note 2: For aeroplanes for which the application for type certification is submitted on or after 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specifications (MOPS), or equivalent documents. Note 3: Specifications applicable to lightweight flight recorders may be found in EUROCAE ED-155, Minimum Operational Performance Specification (MOPS), or equivalent documents. Note 4: Parameters to be recorded are listed in Table 2.3-1 and 2.3-3 of Appendix 2.3 to ICAO Annex 6 Part II (for aeroplanes), and Table A5-1 and A5-3 of Appendix 5 to Annex 6 Part III (for helicopters). Where an aircraft is required to be equipped with flight recorder systems, the requirements may be	125.755	a	operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents. Note 2: For aeroplanes for which the application for type certification is submitted on or after 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specifications (MOPS), or equivalent documents. Note 3: Specifications applicable to lightweight flight recorders may be found in EUROCAE ED-155, Minimum Operational Performance Specification (MOPS), or equivalent documents. Note 4: Parameters to be recorded are listed in Table 2.3-1 and 2.3-3 of Appendix 2.3 to ICAO Annex 6 Part II (for aeroplanes), and Table A5-1 and A5-3 of Appendix 5 to Annex 6 Part III (for helicopters). Where an aircraft is required to be equipped with flight recorder systems, the requirements may be met singly or in combination, as follows: 1 An aeroplane with MTOM exceeding 5,700 kg, required to be equipped with a FDR and a CVR,
91.755	a		operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents. Note 2: For aeroplanes for which the application for type certification is submitted on or after 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specifications (MOPS), or equivalent documents. Note 3: Specifications applicable to lightweight flight recorders may be found in EUROCAE ED-155, Minimum Operational Performance Specification (MOPS), or equivalent documents. Note 4: Parameters to be recorded are listed in Table 2.3-1 and 2.3-3 of Appendix 2.3 to ICAO Annex 6 Part II (for aeroplanes), and Table A5-1 and A5-3 of Appendix 5 to Annex 6 Part III (for helicopters). Where an aircraft is required to be equipped with flight recorder systems, the requirements may be	125.755	a	operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents. Note 2: For aeroplanes for which the application for type certification is submitted on or after 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specifications (MOPS), or equivalent documents. Note 3: Specifications applicable to lightweight flight recorders may be found in EUROCAE ED-155, Minimum Operational Performance Specification (MOPS), or equivalent documents. Note 4: Parameters to be recorded are listed in Table 2.3-1 and 2.3-3 of Appendix 2.3 to ICAO Annex 6 Part II (for aeroplanes), and Table A5-1 and A5-3 of Appendix 5 to Annex 6 Part III (for helicopters). Where an aircraft is required to be equipped with flight recorder systems, the requirements may be met singly or in combination, as follows: 1 An aeroplane with MTOM exceeding 5,700 kg,
91.755	a	1	operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents. Note 2: For aeroplanes for which the application for type certification is submitted on or after 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specifications (MOPS), or equivalent documents. Note 3: Specifications applicable to lightweight flight recorders may be found in EUROCAE ED-155, Minimum Operational Performance Specification (MOPS), or equivalent documents. Note 4: Parameters to be recorded are listed in Table 2.3-1 and 2.3-3 of Appendix 2.3 to ICAO Annex 6 Part II (for aeroplanes), and Table A5-1 and A5-3 of Appendix 5 to Annex 6 Part III (for helicopters). Where an aircraft is required to be equipped with flight recorder systems, the requirements may be	125.755	a	operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents. Note 2: For aeroplanes for which the application for type certification is submitted on or after 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specifications (MOPS), or equivalent documents. Note 3: Specifications applicable to lightweight flight recorders may be found in EUROCAE ED-155, Minimum Operational Performance Specification (MOPS), or equivalent documents. Note 4: Parameters to be recorded are listed in Table 2.3-1 and 2.3-3 of Appendix 2.3 to ICAO Annex 6 Part II (for aeroplanes), and Table A5-1 and A5-3 of Appendix 5 to Annex 6 Part III (for helicopters). Where an aircraft is required to be equipped with flight recorder systems, the requirements may be met singly or in combination, as follows: 1 An aeroplane with MTOM exceeding 5,700 kg, required to be equipped with a FDR and a CVR, may alternatively be equipped with two
91.755	a		operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents. Note 2: For aeroplanes for which the application for type certification is submitted on or after 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specifications (MOPS), or equivalent documents. Note 3: Specifications applicable to lightweight flight recorders may be found in EUROCAE ED-155, Minimum Operational Performance Specification (MOPS), or equivalent documents. Note 4: Parameters to be recorded are listed in Table 2.3-1 and 2.3-3 of Appendix 2.3 to ICAO Annex 6 Part II (for aeroplanes), and Table A5-1 and A5-3 of Appendix 5 to Annex 6 Part III (for helicopters). Where an aircraft is required to be equipped with flight recorder systems, the requirements may be met singly or in combination, as follows: A multi-engined turbine-powered aeroplane with MTOM of 5,700 kg or less, required to be	125.755	a	operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents. Note 2: For aeroplanes for which the application for type certification is submitted on or after 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specifications (MOPS), or equivalent documents. Note 3: Specifications applicable to lightweight flight recorders may be found in EUROCAE ED-155, Minimum Operational Performance Specification (MOPS), or equivalent documents. Note 4: Parameters to be recorded are listed in Table 2.3-1 and 2.3-3 of Appendix 2.3 to ICAO Annex 6 Part II (for aeroplanes), and Table A5-1 and A5-3 of Appendix 5 to Annex 6 Part III (for helicopters). Where an aircraft is required to be equipped with flight recorder systems, the requirements may be met singly or in combination, as follows: 1 An aeroplane with MTOM exceeding 5,700 kg, required to be equipped with two combination recorders (FDR/CVR).
91.755	a		operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents. Note 2: For aeroplanes for which the application for type certification is submitted on or after 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specifications (MOPS), or equivalent documents. Note 3: Specifications applicable to lightweight flight recorders may be found in EUROCAE ED-155, Minimum Operational Performance Specification (MOPS), or equivalent documents. Note 4: Parameters to be recorded are listed in Table 2.3-1 and 2.3-3 of Appendix 2.3 to ICAO Annex 6 Part II (for aeroplanes), and Table A5-1 and A5-3 of Appendix 5 to Annex 6 Part III (for helicopters). Where an aircraft is required to be equipped with flight recorder systems, the requirements may be met singly or in combination, as follows:	125.755	a	operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days. Flight recorders – flight data recorder (FDR) and alternatives Note 1: For aeroplanes for which the application for type certification is submitted before 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specifications (MOPS), or earlier equivalent documents. Note 2: For aeroplanes for which the application for type certification is submitted on or after 1 January 2016, specifications applicable to crash-protected flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specifications (MOPS), or equivalent documents. Note 3: Specifications applicable to lightweight flight recorders may be found in EUROCAE ED-155, Minimum Operational Performance Specification (MOPS), or equivalent documents. Note 4: Parameters to be recorded are listed in Table 2.3-1 and 2.3-3 of Appendix 2.3 to ICAO Annex 6 Part II (for aeroplanes), and Table A5-1 and A5-3 of Appendix 5 to Annex 6 Part III (for helicopters). Where an aircraft is required to be equipped with flight recorder systems, the requirements may be met singly or in combination, as follows: 1 An aeroplane with MTOM exceeding 5,700 kg, required to be equipped with a FDR and a CVR, may alternatively be equipped with two combination recorders (FDR/CVR).

Part 91				Part 125			Requirement
			Combination recorders (FDR/CVR) may be used			3	Combination recorders (FDR/CVR) may be used to
			to meet the flight recorder equipage requirements for helicopters.				meet the flight recorder equipage requirements for helicopters.
	b		A turbine-engined aeroplane with a seating		b		A turbine-engined aeroplane with a seating
			configuration of more than 5 passenger seats and a				configuration of more than 5 passenger seats and a
			MTOM of 5,700 kg or less for which the first certificate of airworthiness, for that individual				MTOM of 5,700 kg or less for which the first certificate of airworthiness for that individual
			aeroplane, was issued on or after 1 January 2016				aeroplane, was issued on or after 1 January 2016
			shall be equipped with:				shall be equipped with:
			a Type II FDR; or a Class C AIR or AIRS capable of recording flight				a Type II FDR; or a Class C AIR or AIRS capable of recording flight
			path and speed parameters displayed to the			2	path and speed parameters displayed to the pilot(s);
			pilot(s); or				or
			an ADRS capable of recording the essential parameters. (See Note 4 above, regarding the			3	an ADRS capable of recording the essential parameters. (See Note 4 above, regarding the
			parameters to be recorded.)				parameters to be recorded.)
	c		An aeroplane for which the application for type		c		An aeroplane for which the application for type
			certification is submitted to an ICAO Contracting State on or after 1 January 2016 and which is				certification is submitted to an ICAO Contracting State on or after 1 January 2016 and which is
			required to be fitted with an FDR, shall record the				required to be fitted with an FDR, shall record the
			following parameters at a maximum recording				following parameters at a maximum recording
			interval of 0.125 seconds:				interval of 0.125 seconds:
			Pilot input and/or control surface position –			1	Pilot input and/or control surface position – primary
			primary controls (pitch, roll, yaw). Note 4: For aeroplanes with control systems in				controls (pitch, roll, yaw). Note 4: For aeroplanes with control systems in
			which movement of a control surface will back				which movement of a control surface will back
			drive the pilot's control, "or" applies. For				drive the pilot's control, "or" applies. For
			aeroplanes with control systems in which movement of a control surface will not back drive				aeroplanes with control systems in which movemen of a control surface will not back drive the pilot's
			the pilot's control, "and" applies. In aeroplanes				control, "and" applies. In aeroplanes with
			with independent moveable surfaces, each surface				independent moveable surfaces, each surface needs
			needs to be recorded separately. In aeroplanes with independent pilot input on primary controls, each				to be recorded separately. In aeroplanes with independent pilot input on primary controls, each
			pilot input on primary controls needs to be				pilot input on primary controls needs to be recorded
			recorded separately.				separately.
			Note 5: "The application for type certification is submitted to an ICAO Contracting State" refers to				Note 5: "The application for type certification is submitted to an ICAO Contracting State" refers to
			the date of application of the original "Type				the date of application of the original "Type
			certificate" for the aeroplane type, not the date of				certificate" for the aeroplane type, not the date of
			certification of particular aeroplane variation or derivative models.				certification of particular aeroplane variation or derivative models.
			derivative models.		d		An aeroplane with MTOM exceeding 5,700 kg for
							which the first certificate of airworthiness, for that
							individual aeroplane, was issued after 1 January
							2005 shall be equipped with a Type IA FDR.
					e		Flight data recorders - aeroplanes for which the first
							certificate of airworthiness, for that individual
							aeroplane, was issued on or after 1 January 1989:
						1	An aeroplane with MTOM exceeding 27,000 kg
						2	shall be equipped with a Type I FDR. An aeroplane with MTOM exceeding 5,700 kg, up
						2	to and including 27,000 kg, shall be equipped with
							a Type II FDR.
					f		A helicopter with MTOM exceeding 3,180 kg for which the first certificate of airworthiness, for that
							individual helicopter, was issued on or after 1
							January 2016 shall be equipped with a Type IVA
					g		FDR. Flight data recorders - helicopters for which the firs
					5		certificate of airworthiness, for that individual
							helicopter, was issued on or after 1 January 1989:
						1	A helicopter with MTOM exceeding 7,000 kg, or
							with a maximum approved passenger seating
							configuration of more than 19 shall be equipped
	\vdash	\dashv				2	with a Type IV FDR. A helicopter with MTOM exceeding 3,180 kg, up
							to and including 7,000 kg, shall be equipped with a
		_			h		Type V FDR. Types I and IA FDRs shall record the parameters
					"		required to determine accurately the aeroplane
							flight path, speed, attitude, engine power,
	d	\dashv	Types II and IIA FDRs shall record the parameters		i		configuration and operation. Types II and IIA FDRs shall record the parameters
	u		required to determine accurately the aeroplane				required to determine accurately the aeroplane
			flight path, speed, attitude, engine power and				flight path, speed, attitude, engine power and
			configuration of lift and drag devices.		 		configuration of lift and drag devices. A Type IV FDR shall record the parameters
					J		required to determine accurately the helicopter
							flight path, speed, attitude, engine power and
		_			l,		operation. A Type IVA FDR shall record the parameters
					k		A Type IVA FDR shall record the parameters required to determine accurately the helicopter
							flight path, speed, attitude, engine power, operation
							and configuration.
						_	
					I		A Type V FDR shall record the parameters required to determine accurately the helicopter flight path,

Dov4 01			D	David 125	•		D
Part 91	I ₀	1	Requirement FDRs shall be capable of retaining the information	Part 125		1	Requirement FDRs shall be capable of retaining the information
	e	1	recorded during at least the last 25 hours of their		m		recorded during at least the last 25 hours of their
			operation; except				operation; except
		2	Type IV, IVA and V FDRs shall be capable of			2	Type IV, IVA and V FDRs shall be capable of
			retaining the information recorded during at least				retaining the information recorded during at least
		3	the last 10 hours of their operation; and Type IIA FDRs shall be capable of retaining the				the last 10 hours of their operation; and Type IIA FDRs shall be capable of retaining the
			information recorded during the last 30 minutes of				information recorded during the last 30 minutes of
			their operation.				their operation.
	f		The use of the following FDRs shall be		n		The use of the following FDRs shall be
-	-	1	discontinued: Engraving metal foil FDRs.				discontinued: Engraving metal foil FDRs.
-	+		Photographic film FDRs.				Photographic film FDRs.
			Analogue FDRs using frequency modulation				Analogue FDRs using frequency modulation (FM)
			(FM).				
		4	Magnetic tape FDRs.			4	Magnetic tape FDRs.
91.760			Flight recorders – cockpit voice recorder (CVR) and cockpit audio recording system (CARS)	125.760			Flight recorders – cockpit voice recorder (CVR) and cockpit audio recording system (CARS)
					a		A turbine-engined aeroplane with MTOM
							exceeding 5,700 kg for which the application for
							type certification is submitted to an ICAO Contracting State on or after 1 January 2016 and
							required to be operated by more than one pilot shall
							be equipped with a CVR.
	a		A turbine-engined aeroplane with a seating		b		A turbine-engined aeroplane with a seating
			configuration of more than 5 passenger seats and a				configuration of more than 5 passenger seats and a
			MTOM of 5,700 kg or less for which the first certificate of airworthiness, for that individual				MTOM of 5,700 kg or less for which the first certificate of airworthiness, for that individual
			aeroplane, was issued on or after 1 January 2016				aeroplane, was issued on or after 1 January 2016
			and required to be operated by more than one pilot				and required to be operated by more than one pilot
			shall be equipped with either a CVR or a CARS.				shall be equipped with either a CVR or a CARS.
					c		Cockpit voice recorders – aeroplanes for which the
							first certificate of airworthiness, for that individual
							aeroplane, was issued on or after 1 January 1987:
						1	An aeroplane with MTOM exceeding 27,000 kg
							shall be equipped with a CVR.
							An aeroplane with MTOM exceeding 5,700 kg, up
							to and including 27,000 kg, shall be equipped with
					d		a CVR. Cockpit voice recorders – helicopters for which the
							first certificate of airworthiness, for that individual
							helicopter, was issued on or after 1 January 1987:
						1	A helicopter with MTOM exceeding 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.
						2	A helicopter with MTOM exceeding 3,180 kg shall
							be equipped with a CVR. For helicopters not
							equipped with an FDR, at least main rotor speed
					e		shall be recorded on the CVR. Cockpit voice recorders - helicopters for which the
							first certificate of airworthiness, for that individual
							helicopter, was issued before 1 January 1987:
							A helicopter with MTOM exceeding 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.
	b		All CVRs shall be capable of retaining the		f		All CVRs shall be capable of retaining the
			information recorded during at least the last 30				information recorded during at least the last 30
			minutes of their operation; with the following				minutes of their operation; with the following
		1	exceptions: From 1 January 2016, all required CVRs shall be	<u> </u>		1	exceptions: From 1 January 2016, all required CVRs shall be
		1	capable of retaining the information recorded			1	capable of retaining the information recorded
			during at least the last two hours of their				during at least the last two hours of their operation;
		1	operation;				
		2	An aeroplane for which the first certificate of			2	An aeroplane for which the first certificate of
			airworthiness, for that individual aeroplane, was issued on or after 1 January 1990, and that is				airworthiness, for that individual aeroplane, was issued on or after 1 January 1990, and that is
			required to be equipped with a CVR, shall have a				required to be equipped with a CVR, shall have a
			CVR capable of retaining the information recorded				CVR capable of retaining the information recorded
			during at least the last two hours of its operation.				during at least the last two hours of its operation;
	-						A helicopter for which the first certificate of
						3	airworthiness, for that individual helicopter, was
							issued on or after 1 January 1990, and that is
							required to be equipped with a CVR, shall have a
							CVR capable of retaining the information recorded
							during at least the last two hours of its operation.
	1						All aeroplanes of a maximum certificated take-off
							mass of over 27 000 kg for which the first
							certificate of airworthiness, for that individual
							aeroplane, was issued on or after 1 January 2022 shall be equipped with a CVR capable of retaining
							the information recorded during at least the last 25
							hours of its operation.
	-	-			-		

Part 91			Requirement	Part 125			Requirement
	c		The use of magnetic tape and wire CVRs shall be		g		The use of magnetic tape and wire CVRs shall be
04 = :-	1		discontinued by 1 January 2016.	10		<u> </u>	discontinued by 1 January 2016.
91.765			Flight recorders – data link recorders	125.765			Flight recorders – data link recorders
			Note: Data link recorders performance				Note: Data link recorders performance requirements
			requirements are as contained in the EUROCAE				are as contained in the EUROCAE ED-112,
			ED-112, Minimum Operational Performance Specification (MOPS) for Crash Protected				Minimum Operational Performance Specification (MOPS) for Crash Protected Airborne Recorder
			Airborne Recorder Systems, or equivalent				Systems, or equivalent documents.
			documents.				systems, or equivalent documents.
					a		An aeroplane for which the first certificate of
							airworthiness, for that individual aeroplane, was
							issued on or after 1 January 2016, which utilizes
							any of the data link communications applications
							listed in 5.1.2 of Appendix 2.3 to ICAO Annex 6 Part II and is required to carry a CVR, shall record
							on a flight recorder the data link communications
							messages.
					b		An aeroplane which is modified on or after 1
							January 2016 to install and utilize any of the data
							link communications applications listed in 5.1.2 of
							Appendix 2.3 to ICAO Annex 6 Part II (aeroplanes)
							and is required to carry a CVR, shall record on a
							flight recorder the data link communications
	+	\vdash			1		messages.
					c		A helicopter for which the first certificate of
							airworthiness, for that individual helicopter, was issued on or after 1 January 2016, which utilizes
							any of the data link communications applications
							listed in 5.1.2 of Appendix 5 to ICAO Annex 6 Part
							III and is required to carry a CVR, shall record on a
							flight recorder the data link communications
							messages.
					d		A helicopter which is modified on or after 1 January
							2016, to install and utilize any of the data link
							communications applications listed in 5.1.2 of
							Appendix 5 to ICAO Annex 6 Part III and is required to carry a CVR, shall record on a flight
							recorder the data link communications messages.
							recorder the data rink communications messages.
							Note 1: Data link communications are currently
							conducted by either ATN-based or FANS 1/A-
							equipped aircraft.
							Note 2: A Class B AIR could be a means for
							recording data link communications applications
							messages to and from the aeroplanes where it is not
							practical or is prohibitively expensive to record those data link communications applications
							messages on FDR or CVR.
					e		The minimum recording duration shall be equal to
							the duration of the CVR.
					f		Data link recording shall be able to be correlated to
							the recorded cockpit audio.
91.770			Ground proximity warning system	125.770			Ground proximity warning system
	a		A turbine-engined aeroplane of MTOM 5,700 kg		a		A turbine-engined aeroplane of MTOM 5,700 kg or
			or less and with a maximum approved passenger				less and with a maximum approved passenger
			seating configuration of more than 5 but not more				seating configuration of more than 5 but not more
			than 9 seats shall be equipped with a ground proximity warning system which has a forward				than 9 seats shall be equipped with a ground proximity warning system which has a forward
			looking terrain avoidance function.				looking terrain avoidance function.
			to the state of th		b		A turbine-engined aeroplane with MTOM
							exceeding 5,700 kg or with a maximum approved
							passenger seating configuration of more than 9 seats
							shall be equipped with a ground proximity warning
							system which has a forward looking terrain
		\vdash			-		avoidance function.
					c		A piston-engined aeroplane with MTOM
							exceeding 5,700 kg or with a maximum approved passenger seating configuration of more than 9 seats
							shall be equipped with a ground proximity warning
							system which has a forward looking terrain
					<u></u>	L	avoidance function.
	b		A ground proximity warning system required to be		d		A ground proximity warning system required to be
			carried in accordance with paragraph (a) shall				carried in accordance with paragraph (a), (b) or (c)
			provide an automatic and distinctive warning to				shall provide an automatic and distinctive warning
			the flight crew when the aeroplane is in potentially				to the flight crew when the aeroplane is in
			hazardous proximity to the earth's surface.				potentially hazardous proximity to the earth's
	c		A ground proximity warning system required to be	<u> </u>	e		A ground proximity warning system required to be
	ا ا		carried in accordance with paragraph (a) shall		ľ		carried in accordance with paragraph (a), (b) or (c)
			provide, as a minimum, warnings of at least the				shall provide, as a minimum, warnings of at least
			following circumstances:			L	the following circumstances:
			excessive descent rate;				excessive descent rate;
		2	excessive altitude loss after take-off or go-around;			2	excessive altitude loss after take-off or go-around;
			and	l		1	and
		3	unsafe terrain clearance.			3	unsafe terrain clearance.
		3	unsafe terrain clearance. Note: Terrain Awareness and Warning System			3	Note: Terrain Awareness and Warning System
		3	unsafe terrain clearance.			3	

Part 91		Requirement	Part 125			Requirement
2 414 / 1		requirement	1 41 6 1 1 1 2 3	f		A turbine-engined aeroplane with MTOM
						exceeding 5 700 kg, or with a maximum approved
						passenger seating configuration of more than 9 seat for which the first certificate of airworthiness, for
						that individual aeroplane, was issued after 1 January
						2011 shall be equipped with a ground proximity
						warning system which has a forward looking terrain avoidance function.
				g		A ground proximity warning system required to be
						carried in accordance with paragraph (f) shall
						provide an automatic and distinctive warning to the flight crew when the aeroplane is in potentially
						hazardous proximity to the earth's surface.
				h		A ground proximity warning system required to be
				h		carried in accordance with paragraph (f) shall
						provide, as a minimum, warnings of at least the
					1	following circumstances: excessive descent rate;
						excessive terrain closure rate;
					3	excessive altitude loss after take-off or go-around;
					4	unsafe terrain clearance while not in the landing
					•	configuration;
						1) gear not locked down;
				1	5	2) flaps not in a landing position; and excessive descent below the instrument glide path.
						,
						Note: Terrain Awareness and Warning System
						(TAWS) Class A will provide the parameters required in (h) above.
			125.775			Significant weather detection
						A pressurised aeroplane:
						when carrying passengers shall be equipped with operative weather radar or other significant-weather
						detecting equipment capable of detecting
						thunderstorms whenever the aeroplane is being
						operated in areas where such conditions may be expected to exist along the route in instrument
						meteorological conditions or at night.
			125.785			Airborne collision avoidance system (ACAS II)
				a		An airborne collision avoidance, if required or
						fitted, system shall operate in accordance with the
						relevant provisions of ICAO Annex 10, Volume IV.
						Note 1: TCAS II Version 7.1 is required for
						compliance with ICAO ACAS II technical standards.
				b		A turbine-engined aeroplane with MTOM
						exceeding 15,000 kg or with a maximum approved
						passenger seating configuration of more than 30 seats, for which the first certificate of airworthiness.
						for that individual aeroplane, was issued after 24
						November 2005, shall be equipped with an airborne
						collision avoidance system (ACAS II).
				С		A turbine-engined aeroplane with MTOM
						exceeding 5,700 kg but not exceeding 15,000 kg, or with a maximum approved passenger seating
						configuration of more than 19 seats, for which the
						first certificate of airworthiness, for that individual
						aeroplane, was issued after 1 January 2008, shall be equipped with an airborne collision avoidance
				<u> </u>		system (ACAS II).
			125.790			Cosmic radiation detection equipment An aeroplane flying above 49,000 feet shall carry
					а	equipment to measure and indicate continuously the
						dose rate of total cosmic radiation being received
						(i.e. the total of ionizing and neutron radiation of galactic and solar origin) and the cumulative dose
						on each flight.
					b	The display unit of the equipment shall be readily visible to a flight crew member.
			125.800			Electronic Flight Bags (EFBs)
				a		The operator shall ensure that:
					1	EFBs do not affect the performance of the aeroplane systems, equipment or the ability to
						operate the aircraft.
					2	Assess the risk(s) associated with each EFB
					3	function. Establish and document the procedures for the use
						of, and training requirements for, the device and
				1	4	each EFB function.
					4	ensure that in the event of an EFB failure, sufficient information is readily available to the flight crew
				<u> </u>		for the flight to be conducted safely.
						Note: Guidance is ICAO Doc. 10020 Manual of
						Electronic Flight Bags (EFBs).
-	-		-	•		

Part 91			Requirement	Part 125	<u> </u>		Requirement
rait 71			Requirement	Tart 12s			Note: When complying with 125.800(a), the operator should utilise his safety management system, and ensure that the standard operating
							procedures requirements in 125.170 are satisfied.
91.900			Subpart G -	<mark>- Mainten</mark>	nance	1	T
91.900			Continued airworthiness management The owner or lessee of an aircraft registered in the				
			Territory shall:				
	a		have continued airworthiness management arrangements in compliance with OTAR Part 39;				
			and				
	b		have appointed a person, acceptable to the				
			Governor, who will ensure that appropriate arrangements are in place for continued				
			airworthiness management.				
91.905	<u> </u>	T T	Subpart H – Cr Composition of crew	<mark>ew Requ</mark> I	<u>ireme</u>	nts 	
71.703	a		An aircraft shall not fly unless it carries a flight		†		
			crew of the number and description required by				
	b		the law of the country in which it is registered. An aircraft shall carry a flight crew adequate in				
			number and description to ensure the safety of the				
			aircraft but no fewer than that specified in the flight manual, or other documents associated with				
			the certificate of airworthiness or permit to fly.				
91.910			Flight crew qualification	125.910			Flight crew qualification
	+	_	The pilot-in-command shall satisfy himself that: each flight crew member assigned to duty holds an		-	-	The operator shall ensure, by use of appropriate
		a	appropriate licence issued or validated by the State				procedures, that the requirements of 91.910 are met
		-	of Registry of the aircraft; and		-		-
		b	flight crew members are properly rated in respect of their assigned duty; and				
		С	the licence is current and includes the appropriate				
	+	А	rating, and flight crew members are competent to carry out		+	\vdash	
			their assigned duties.				
		e	where an aircraft is equipped with an airborne collision avoidance system, each flight crew				
			member has been appropriately trained to				
			competency in the use of that equipment and the				
91.915	+		avoidance of collisions. Flight crew recency	125.915			Flight crew recency
	a		No person shall act as pilot-in-command of an				The operator shall not assign a pilot to operate at
			aircraft carrying passengers, unless:				the controls of an aircraft carrying passengers unless that pilot has made at least three take offs and landings in the preceding 90 days on the same type or variant of aircraft or on a flight simulator approved for the purpose.
		1	on the same type of aircraft within the immediately preceding 90 days, that pilot has made at least three take-offs and three landings; or				
		2	has otherwise demonstrated competence on an				
			approved synthetic flight training device approved for the purpose; or				
		3	has satisfactorily demonstrated to a flight				
			examiner, continued proficiency in an aircraft of				
			the same type.	125.920			Flight crew duty assignment
							The operator shall:
					a		designate a pilot to act as pilot-in-command for each flight;
					b		designate any additional flight crew member that may be required by the type of aircraft operated, the type of operation to be performed and the duration of the flight to augment the minimum crew specified in the aircraft flight manual;
					С		assign to each member of flight crew the functions to be carried out in the event of an aircraft emergency and of an emergency evacuation becoming necessary; and
					d		ensure that whenever an aircraft includes a separate flight engineer's station the assigned flight crew includes at least one flight engineer especially assigned to that station, unless the duties associated with that station can adequately be performed by another flight crew member holding a flight engineer licence without interference with regular duties.
				125.940			Cabin crew duty assignment
					a		The operator shall determine the number of cabin crew required for each aircraft operation taking account of:
						1	seating capacity of the aircraft: and
						2	number of passengers carried; and
		1		<u>I</u>		1	l

Part 91			Requirement	Part 125			Requirement
						3	the necessary functions to be performed in an
							emergency or a situation requiring emergency evacuation; and
						4	the need to effect a safe and expeditious evacuation
							of the aircraft.
					b		The operator shall assign to cabin crew the
							functions to be carried out in the event of an aircraft emergency and of an emergency evacuation
							becoming necessary.
				125.945			Task specialists – emergency functions
							The operator shall assign to any task specialist the functions to be carried out in the event of an aircraft
							emergency and of an emergency evacuation
				<u> </u>			becoming necessary.
	I	l I	[Not used]	<mark>l – Trainin</mark> 125.950	g		Training programmes – general
			[Prot useu]	120000	a		The operator shall establish and maintain a training
							programme to ensure that any person assigned
							duties in relation to the safe operation of the operator's aircraft has the training necessary to
							perform their assigned duties.
					b		The training programme shall be designed to ensure that any person assigned duties in relation to the
							safe operation of the operator's aircraft has
							achieved the necessary level of competency and is
					c		able to maintain that level of competency. The training programme shall include skills in
							relation to human performance and awareness of the
							operator's safety management system (SMS) as
					d		appropriate to the area of work. The training programme shall be reviewed
							periodically to ensure that training elements are
							included with regard to significant safety risks, taking account of the nature of the operation.
					e		Ground and flight training programmes shall be
							established either through internal programmes or
					f		through the use of a training services provider. The operator shall include the training programme
							syllabus within the operations manual either
							directly or by reference to a training manual.
					g		Training programmes for flight crew shall consist of ground and flight training on the type(s) of aircraft
							on which the flight crew member serves and shall
							include training in normal procedures and all types
							of emergency or abnormal situations.
					h		Flight crew shall be trained in the use of the operator's standard operating procedures.
					i		The training programme shall be given on a
							recurrent basis, at least annually, and shall include an assessment of competence.
					j		The operator shall utilise aircraft flight simulators
							as part of the training programme for flight crew to
							the maximum extent practicable.
					k		Training programmes for flight crew shall include:
						1	training to competency for all equipment installed on the aircraft, on a permanent or temporary basis,
							or for the purpose of carrying out a specific task;
						2	knowledge and skills related to the operational use of head-up display (HUD) and/or enhanced vision
							systems (EVS) for those aircraft so equipped; and
						3	knowledge of:
					\vdash		crew resource management; dangerous goods requirements (whether or not the
							operator holds an approval to carry dangerous
						***	goods); and any particular requirements that apply to the
						111	operation.
				125.955			Security training programme
							The operator shall establish and maintain a security training programme to ensure that any crew member
							is able to take appropriate action to prevent acts of
							unlawful interference and to minimise the
							consequences of such occurrences should they occur.
				125.1045			Cabin crew training
					a		The training programme required by 125.950 shall
-							provide for cabin crew to be trained in normal, abnormal and emergency situations, including the
	1						emergency evacuation of the aircraft, before being
					h		assigned duty as a cabin crew member.
					b		Cabin crew shall receive training in their actions
				125.1050	b		

Part 91		Daniusmant	Part 125			Dagwinsmant
1 411 71		Requirement	1 411 123	a		Requirement The training programme required by 125.950 shall
				a		provide for task specialists to be trained in normal,
						abnormal and emergency situations, including the
						emergency evacuation of the aircraft, before being assigned to duty.
				b		Task specialists shall receive training in their
						actions and responsibilities in regard to the carriage
91.1055		[NOT USED]		1		of any items of dangerous goods.
71.1000		Subpart J – Crew Member	Compete	ency F	Reaui	rements
			125.1115			Operator proficiency check (OPC)
						Note 1: The checks required by this paragraph may be combined with tests or checks conducted for the
						renewal of licence privileges, provided the check
						pilot is appropriately authorised in accordance with
						the laws and regulations of the State that issued the licence or validation, as appropriate.
						neence of vandation, as appropriate.
				a		The operator shall ensure that piloting technique,
						the use of standard operating procedures and the
						ability to execute emergency procedures is checked periodically in such a way as to demonstrate the
						pilot's competence.
				b		The operator shall ensure that a pilot's competence to comply with the instrument flight rules is
						to comply with the instrument flight rules is demonstrated at least every 13 months either to a
						check pilot of the operator or another check pilot
						authorised by the Governor. Note 2: The periodicity of the checks referred to in
						(a) and (b) is dependent upon the complexity of
						both the aeroplane and the operation.
				С		For low visibility operations, the OPC shall be valid for a period of six calendar months in addition to
						the remainder of the month of issue; if the OPC is
						conducted within the final 3 calendar months of the
						previous OPC with the same operator, the OPC shall be valid from the date of issue until 6 calendar
						months from the expiry of the previous OPC.
						Note 3: Recurrent training and checking
						requirements for low visibility operations,
						coordinated with the OPC requirement in (c) above,
						are set out in Appendix 1 to SPA.015.LVO paragraph (g).
		Subpart K – Fat	igue Man	agem	ent	paragraph (g).
			125.1200			Fatigue management scheme
				a		The operator shall establish and implement a fatigue management scheme to ensure that all personnel
						involved in the operation of aircraft do not carry out
				b		their duties when fatigued. The fatigue management scheme shall establish
						flight time, flight duty period, duty period and rest
						period limitations for aircraft crew members.
				c		Details of the fatigue management scheme shall be
						recorded in the operations manual.
			125.1205			Fatigue management scheme – Variations Where the fatigue management scheme permits
				а		discretionary variations of the flight or duty time
				<u> </u>		limitations, the scheme shall specify:
					1	the identity of the person or persons authorised to approve variations; and
					2	the method to be used to assess the risks associated
						with exceeding the specified limitations, and the
						actions to be taken to ensure there is no degradation in the safety of that aircraft operation.
						-
				b		No variation of the specified flight or duty time limitations shall be made if the pilot-in-command
						believes that the variation would be detrimental to
				c		the safety of that aircraft operation. When variation of the specified limitations of the
				С		fatigue management scheme occur, the details shall
						be recorded in writing, including the name of the
						person approving the variation, the assessment of risk carried out and related mitigating action.
				d		Records of any variation of the limitations of the fatigue management scheme shall be retained for
						the period specified in 91.1265, or longer if
						specified by the operator's safety management
			125.1210			system. Fatigue – Operator responsibilities
			120,1210	a		The operator shall not cause or permit any person to
						fly in an aircraft as a crew member if the operator
						knows or has reason to believe that the person is suffering from, or, having regard to the
						circumstances of the flight to be undertaken, is
						likely to suffer from, such fatigue while they are so
						flying as may endanger the safety of the aircraft or its occupants.
				b		The operator shall:
	 	Dage	38 of 55			

Part 91			Requirement	Part 125	5		Requirement
							keep an accurate record of the flight times, flight
							duty periods, duty periods and rest periods of each crew member; and
							retain the record for the period specified in
91.1215			Fatigue – Crew member responsibilities	125,1215			91.1265. Fatigue – Crew member responsibilities
71.1213			A person shall not act as a flight crew member of	123.1213	a		A person shall not act as a member of the crew of
			an aircraft registered in the Territory if at the beginning of the flight the aggregate of all his				an aircraft if he knows or suspects that he is suffering from, or, having regard to the
			previous flight times:				circumstances of the flight to be undertaken, is
							likely to suffer from, such fatigue as may endanger the safety of the aircraft or of its occupants.
	a		during the period of 28 consecutive days expiring		b		A person shall not act as a member of the flight
			at the end of the day on which the flight begins exceeds 100 hours; or				crew of an aircraft unless he has ensured that the operator of the aircraft is aware of all his flight
			exceeds 100 hours, or				times during the period of 28 days preceding the flight.
	b		during the period of twelve months expiring at the end of the previous month exceeds 900 hours.				
			Note: For private and non-commercial air				
			transport flights some exceptions to this requirement are specified in the Order.				
			Subpart L – Manua	ıls Logs a	and Re	ecord	S
				125.1250			Operations manual
					a		The operator shall ensure that: The operations manual is designed to observe
					a		human factor principles and includes at least the
							following elements:
							Note: The operations manual may consist of one or more volumes.
						1	table of contents, amendment control and list of
	+					2	effective pages; duties, responsibilities and succession of
							management and operating personnel;
						3	details of the operator's safety management system;
						4	operational control system;
							MEL procedures, where applicable; normal flight operations;
						7	standard operating procedures (SOPs);
						8	weather limitations;
						9	flight and duty time limitations;
							emergency operations;
							accident/incident considerations; personnel qualifications & training;
	1						record keeping;
							a description of the maintenance control system;
							details of the security programme; details of any extended operations over a hostile
							environment; and procedures for steep approaches.
					b		The organisation, content and layout of the
							operations manual shall be in a format acceptable to the Governor.
					c		The operations manual is kept up to date in a timely
							manner. Note: Appendix 1 to 135.1250 contains a structure
							which has been accepted world-wide; it is
							recommended that operators take advantage of the content of this appendix when constructing their
91.1255			January law hook on antivolent mooned				operations manuals.
71.1233	a		Journey log book or equivalent record The owner or lessee of an aircraft shall keep				
			accurate journey log book or equivalent records that contain for each flight or series of flights:				
		1	aircraft nationality and registration;				
		2	date;				
			names of crew members; duty assignments of crew members;				
			place of departure;				
			place of arrival;				
		-	time of departure; time of arrival;				
		9	hours of flight;				
		10	nature of flight (private, aerial work, scheduled or				
		11	non-scheduled commercial air transport); incidents and observations (if any); and				
			signature of person in charge.				
	b		An aircraft journey log, or parts thereof, may not be required if the relevant information is available				
			in other documentation.				
	c		All entries shall be made concurrently and be permanent in nature.				
				125.1260			Operational flight plan
			Page	39 of 55			

Part 91		Requirement	Part 125			Requirement
				a		Subject to paragraph (b), the operator shall ensure
						that the operational flight plan used, and the entries
						made during flight, contain the following items:
						Aircraft registration;
						Aircraft type and variant;
						Date of flight;
						Flight identification; Names of flight crew members;
						Duty assignment of flight crew members; Place of departure;
					7 8	Time of departure;
					0	Place of arrival (planned and actual);
	-				10	Time of arrival;
	_					Type of operation (EDTO, VFR, etc.);
	-					Route and route segments with
					12	checkpoints/waypoints, distances, time and tracks;
					13	Planned cruising speed and flying times between check-points/way-points. Estimated and actual
						times overhead;
						Safe altitudes and minimum levels;
						Planned altitudes and flight levels;
						Fuel calculations (records of inflight fuel checks);
				1		Fuel on board when starting engines;
					18	Alternate(s) for destination and, where applicable,
						take-off and en-route, including information required in subparagraphs (12), (13), (14), and (15)
				-	19	above; Initial ATS Flight Plan clearance and subsequent re
						clearance;
	\longrightarrow					In-flight re-planning calculations; and
	\longrightarrow				21	Relevant meteorological information.
				b		Items which are readily available in other
						documentation or from an acceptable source or are irrelevant to the type of operation may be omitted from the operational flight plan.
	-			c		The operation must ensure that the operational flight
						plan and its use is described in the operations manual.
				d		The operator shall ensure that all entries on the
				-		operational flight plan are made concurrently and
91.1265	\vdash	December 2			<u> </u>	that they are permanent in nature.
91.1265		 Document retention period				
		When required for an aircraft registered in the				
		Territory: information for the preparation and execution of a flight; reports; flight crew records;				
		cabin crew records; records for other operational				
		personnel; and, other specifed records, shall be				
		stored for the periods prescribed in Appendix 1 to				
		91.1265.				
91.1270		[Not used]				
91.1275		Aircraft flight manual				
		The owner or lessee (where applicable) of an				
		aircraft shall ensure that the aircraft flight manual is updated and amended to implement any change				
		mandated by the State of Registry		<u></u>	<u> </u>	
			125.1280			Cosmic radiation records
	T			a		Where the operator assesses individual exposure to
	\Box			1	<u> </u>	cosmic radiation, the records shall include:
	\longrightarrow			<u> </u>		the names of the crew member; and
					2	the detail of each assessment of exposure to cosmic
	\vdash		-		2	radiation (mSv per year); and the date of the assessment.
	\rightarrow		-	b	3	Where the operator does not assess individual
				ט		exposure to cosmic radiation but instead assesses
						the exposure of groups of crew members, the
						records shall include:
					1	the names of all crew members covered by the
						assessment; and
					2	the maximum dose of cosmic radiation (mSv per
						year) to which those crew members are likely to be exposed; and
					_	how the dose has been calculated; and
					4	the period of time that the assessment is valid.
			1 to 91.1265			
		Document storage periods	I		<u> </u>	
	$\overline{\Box}$	When any of the following				
		When any of the following information/documentation is required, it shall be stored in an acceptable form, accessible to the Governor, for the periods shown in Tables 1 to 6 -				
		When any of the following information/documentation is required, it shall be stored in an acceptable form, accessible to the Governor, for the periods shown in Tables 1 to 6 - see below.				
		When any of the following information/documentation is required, it shall be stored in an acceptable form, accessible to the Governor, for the periods shown in Tables 1 to 6 - see below. Note: Additional information relating to the				
		When any of the following information/documentation is required, it shall be stored in an acceptable form, accessible to the Governor, for the periods shown in Tables 1 to 6 - see below. Note: Additional information relating to the retention of maintenance records is prescribed in				
		When any of the following information/documentation is required, it shall be stored in an acceptable form, accessible to the Governor, for the periods shown in Tables 1 to 6 - see below. Note: Additional information relating to the retention of maintenance records is prescribed in OTAR 39.	Specific A	Darey	als	
		When any of the following information/documentation is required, it shall be stored in an acceptable form, accessible to the Governor, for the periods shown in Tables 1 to 6 - see below. Note: Additional information relating to the retention of maintenance records is prescribed in				
SPA.005.GE		When any of the following information/documentation is required, it shall be stored in an acceptable form, accessible to the Governor, for the periods shown in Tables 1 to 6 - see below. Note: Additional information relating to the retention of maintenance records is prescribed in OTAR 39. Subpart SPA –				

Part 91				Part 125			Requirement
			This Subpart establishes the requirements to be				
			met by an operator to qualify for the issue or continuation of specific operational approvals.				
SPA.020.GE			Application for a specific approval				
N							
	a		Applicants for the initial issue of a specific approval shall provide the Governor with the				
			documentation required by the applicable subpart				
			and the following information:				
		1	The official name and business name, address and mailing address of the applicant; and				
		2	A description of the intended operation.				
	b		Applicants for a specific approval shall				
			demonstrate to the Governor that: they comply with the requirements of the				
			applicable section;				
			the aircraft and required equipment comply with				
			the applicable airworthiness				
			requirements/approvals; a training programme has been established for				
			flight crew and, as applicable, personnel involved				
		4	in these operations; and operating procedures in accordance with the				
		4	applicable subpart have been specified in the				
			operations manual.				
	c		Records relating to the requirements of (a) and (b)				
			above shall be retained by the operator in accordance with 91.1265.				
SPA.025.GE			Privileges of an operator holding a specific				
N			approval				
			The scope of the activity that the operator is approved to conduct shall be specified in the				
			operations manual and approval certificate or, for				
			commercial operators, in the operations				
SPA.030.GE		<u> </u>	specifications to the air operator's certificate. Changes to operations subject to a specific				
N			changes to operations subject to a specific approval				
	a		The operator shall notify the Governor of any				
			change on the items listed in SPA.020.GEN (a)				
			and (b) and any of the requirements in the applicable section before such change takes place.				
	b		The Governor may prescribe the conditions under				
			which the organisation may operate during such changes, unless the Governor determines that the				
			specific approval shall be suspended or revoked.				
	С		In the case of a change to a specific approval, operators shall provide the Governor with the				
			relevant parts of the operations manual and all				
			other relevant documentation.				
SPA.035.GE N			Continued validity of a specific approval				
14			Specific approvals shall be issued for an unlimited				
			duration. They shall remain valid subject to the				
			operator remaining in compliance with this subpart and Parts 125.A.5 or 119.15.				
			Section II – Operations in areas with	th specifie	d navi	gation	nal performance
SPA.001.SPN			Operations in areas with specified performance	<u> </u>			
		_	based navigation				
	a		An aircraft shall only be operated in designated airspace, on routes or in accordance with				
			procedures where navigation specifications are				
			established, if the operator has been approved by				
	b		the Governor. An aircraft shall only be operated in designated				
			airspace, based on ICAO Regional Air Navigation				
			Agreement, where minimum navigation				
			performance specifications are established, if the operator has been approved by the Governor.				
			operator has been approved by the Governor.				
	c		To obtain such approval, the operator shall:				
			demonstrate that the navigation equipment meets				
			the required performance in terms of navigation functionality, accuracy, integrity, availability and				
			continuity;				
			establish and maintain a training programme for				
			the flight crew involved in these operations; and establish operating procedures specifying:				
			the equipment to be carried, including its				
			operating limitations and appropriate entries in the				
			Minimum Equipment List (MEL);				
		11	flight crew composition and experience requirements;				
			normal procedures;				
			contingency procedures;				
			incident reporting; specific regional operating procedures, in case of				
			ISDECTION TEOLOGIAL ODERSHING DEOCEMBES IN CASE OF	Ī		ı	
		VI					
			North Atlantic High Level Airspace (NAT HLA); and navigation database integrity, in case of PBN.				

Part 91			Requirement	Part 125			Requirement
SPA.010.SPN			Equipment requirements for operations in				•
			North Atlantic High Level Airspace (NAT				
			HLA) areas An aircraft conducting North Atlantic High Level				
	a		Airspace (NAT HLA) operations shall be				
			equipped with navigation equipment that complies				
			with the ICAO Regional Air Navigation				
	b		Agreement. Navigation equipment shall be visible and				
	~		operable by either pilot seated at his/her duty				
			station.				
SPA.030.SPN			Flight crew requirements for operations in PBN or North Atlantic High Level Airspace (NAT				
			HLA) areas				
			For commercial air transport operations the				
			minimum flight crew shall consist of at least two				
			pilots. Section III – Operations in airspace v	vith reduce	ed ver	tical s	L separation minima
SPA.001.RV			Operations in airspace with reduced vertical	VILLITIOGGO	JG VOI		o paration minima
SM			separation minima (RVSM)				
	a		An aircraft shall only be operated in designated airspace where a reduced vertical separation				
			minimum of 300 m (1 000 ft) applies above flight				
			level (FL) 290, if:				
		1	the aircraft has been issued with an RVSM				
			airworthiness approval in accordance with OTAR				
		2	Part 21; and the operator has been approved by the Governor.				
		Ĺ					
	b		To obtain an approval under (a)(2), the operator				
		1	shall: establish and maintain a training programme for				
		1	the flight crew involved in these operations; and				
		2	establish operating procedures specifying:				
			the equipment to be carried, including its				
			operating limitations and appropriate entries in the Minimum Equipment List (MEL);				
		ii	flight crew composition and experience				
			requirements;				
			flight planning;				
			pre-flight procedures;				
			procedures prior to RVSM airspace entry;				
			in-flight procedures; post flight procedures;				
			maintenance programme;				
			incident reporting; and				
		X	specific regional operating procedures.				
	c		The operator shall ensure that:				
		1	a minimum of two aeroplanes of each aircraft type grouping of the operator shall have their height-				
			keeping performance monitored, at least once				
			every two years or within intervals of 1,000 flight				
			hours per aeroplane, whichever period is longer. If				
			an operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane				
			shall be accomplished within the specified period;				
			and				
		2	records relating to the requirements of (1) above				
			shall be retained by the operator in accordance with 91.1265.				
			Note: Monitoring data from any regional				
			monitoring programme established in accordance				
			with ICAO Annex 11, Chapter 3, may be used to				
SPA.010.RV			satisfy the requirement. Equipment requirements for operations in				
SM			RVSM airspace				
	a		In addition to the equipment required by Subpart				
			F, aircraft used for operations in RVSM airspace shall be equipped with:				
		—	two independent altitude measurement systems;				
, I		1	two independent attitude measurement systems.				
		2	an altitude alerting system;				
		3	an altitude alerting system; an automatic altitude control system; and				
		3	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR)				
		3	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can				
		3	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control.				
		3	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control. Section IV – Low	visibility o	perati	ons	
SPA.005.LV		3	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control. Section IV – Low Low visibility operations — General operating	visibility o	perati	ons	
O	a	3	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control. Section IV – Low Low visibility operations — General operating rules	visibility o	perati	ons	
O	a	3	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control. Section IV – Low Low visibility operations — General operating	visibility o	perati	ons	
O	a	3 4	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control. Section IV – Low Low visibility operations — General operating rules The operator shall not conduct, other than Standard Category II, Category II or Category III approaches unless:	visibility o	perati	ons	
O	a	3 4	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control. Section IV – Low Low visibility operations — General operating rules The operator shall not conduct, other than Standard Category II, Category II or Category III approaches unless: each aircraft concerned is certificated for	visibility o	perati	ons	
O	a	3 4	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control. Section IV – Low Low visibility operations — General operating rules The operator shall not conduct, other than Standard Category II, Category II or Category III approaches unless: each aircraft concerned is certificated for operations with decision heights below 200 feet,	visibility o	perati	ons	
O	a	3 4	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control. Section IV – Low Low visibility operations — General operating rules The operator shall not conduct, other than Standard Category II, Category II or Category III approaches unless: each aircraft concerned is certificated for	visibility o	perati	ons	
O	a	3 4	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control. Section IV – Low Low visibility operations — General operating rules The operator shall not conduct, other than Standard Category II, Category II or Category III approaches unless: each aircraft concerned is certificated for operations with decision heights below 200 feet, or no decision height, and equipped in accordance	visibility o	perati	ons	
O	a	1	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control. Section IV — Low Low visibility operations — General operating rules The operator shall not conduct, other than Standard Category II, Category II or Category III approaches unless: each aircraft concerned is certificated for operations with decision heights below 200 feet, or no decision height, and equipped in accordance with EASA CS-AWO on all weather operations or an equivalent accepted by the Governor;	visibility o	perati	ons	
O	a	1	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control. Section IV – Low Low visibility operations — General operating rules The operator shall not conduct, other than Standard Category II, Category II or Category III approaches unless: each aircraft concerned is certificated for operations with decision heights below 200 feet, or no decision height, and equipped in accordance with EASA CS-AWO on all weather operations or an equivalent accepted by the Governor; a suitable system for recording approach and/or	visibility o	perati	ons	
O	a	1	an altitude alerting system; an automatic altitude control system; and a Secondary Surveillance Radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control. Section IV — Low Low visibility operations — General operating rules The operator shall not conduct, other than Standard Category II, Category II or Category III approaches unless: each aircraft concerned is certificated for operations with decision heights below 200 feet, or no decision height, and equipped in accordance with EASA CS-AWO on all weather operations or an equivalent accepted by the Governor;	visibility o	perati	ons	

3 the appearation are approved by the Commons	Part 91			Requirement	Part 125			Requirement
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Part 91	•		Requirement	Part 125	r		Requirement
	a		General. The following procedures apply to the introduction and approval of low visibility				
			operations.				
	b		Operational demonstration. The purpose of the				
			operational demonstration is to determine or validate the use and effectiveness of the applicable				
			aircraft flight guidance systems, including HUDLS				
			if appropriate, training, flight crew procedures,				
			maintenance programme, and manuals applicable to the Category II/III programme being approved.				
			to the Category 11/111 programme being approved.				
		1	At least 30 approaches and landings must be				
			accomplished in operations using the Category II/III systems installed in each aircraft type if the				
			requested DH is 50 ft or higher. If the DH is less				
			than 50 ft, at least 100 approaches and landings				
			will need to be accomplished unless otherwise approved by the Governor.				
		2	If an operator has different variants of the same				
			type of aircraft utilising the same basic flight				
			control and display systems, or different basic flight control and display systems on the same type				
			of aircraft, the operator must show that the various				
			variants have satisfactory performance, but the				
			operator need not conduct a full operational demonstration for each variant. The Governor may				
			also accept a reduction of the number of approach				
			and landings based on credit given for the				
			experience gained by another operator using the same aircraft type or variant and procedures.				
		-					
		3	If the number of unsuccessful approaches exceeds 5 % of the total (e.g. unsatisfactory landings,				
			system disconnects) the evaluation programme				
			must be extended in steps of at least 10 approaches				
			and landings until the overall failure rate does not exceed 5 %.				
	c		Data collection for operational demonstrations.				
			Each applicant must develop a data collection				
			method (e.g. a form to be used by the flight crew) to record approach and landing performance. The				
			resulting data and a summary of the demonstration				
			data shall be made available to the Governor for evaluation.				
	d		Data analysis. Unsatisfactory approaches and/or				
			automatic landings shall be documented and				
	e		analysed. Continuous monitoring				
		1	After obtaining the initial authorisation, the				
			operations must be continuously monitored by the				
			operator to detect any undesirable trends before they become hazardous. Flight crew reports may				
			be used to achieve this.				
		2	The following information must be retained for a period of 12 months:				
		i	the total number of approaches, by aircraft type,				
			where the airborne Category II or III equipment				
			was utilised to make satisfactory, actual or practice, approaches to the applicable Category II				
			or III minima; and				
		ii	reports of unsatisfactory approaches and/or				
	1		automatic landings, by aerodrome and aircraft registration, in the following categories:				
		_	airborne equipment faults;				
	_	_	ground facility difficulties;				
			missed approaches because of ATC instructions; or				
			other reasons.				
		3	The operator must establish a procedure to monitor the performance of the automatic landing				
			system or HUDLS to touchdown performance, as				
			appropriate, of each aeroplane.				
	f	1	Transitional periods Operators with no previous Category II or III				
			experience			<u> </u>	
		i	The operator without previous Category II or III				
			operational experience may be approved for Category II or IIIA operations, having gained a				
			minimum experience of six months of Category I				
	<u> </u>	2,	operations on the aircraft type. On completing six months of Category II or IIIA			-	
		"	operations on the aircraft type the operator may be				
			approved for Category IIIB operations. When				
			granting such an approval, the Governor may impose higher minima than the lowest applicable				
			for an additional period. The increase in minima				
			will normally only refer to RVR and/or a				
			restriction against operations with no decision height and must be selected such that they will not				
			require any change of the operational procedures.				
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Part 91			Do austrom and	Dout 125		Do onimono and
Part 91	I	•	Requirement abbreviated ground training course if operating a	Part 125		Requirement
			different type/class from that on which the			
			previous Category II or Category III experience			
			was gained;			
			abbreviated ground, flight simulator and/or flight training course if operating the same type/class			
			and variant of the same type or class on which the			
			previous Category II or Category III experience			
			was gained. The abbreviated course is to include at			
			least the requirements of subparagraphs (d)1,			
			(d)2(i) or (d)2(ii) as appropriate and (d)3(i). With the approval of the Governor, the operator may			
			reduce the number of approaches/landings			
			required by subparagraph (d)2(i) if the type/class			
			or the variant of the type or class has the same or			
		Δ	similar: level of technology — flight control/guidance			
			system (FGS); and			
			operational procedures;			
		_	handling characteristics (See paragraph 4 below);			
			as the previously operated type or class, otherwise			
			the requirement of (d)2(i) has to be met in full;			
		D	use of HUDLS/hybrid HUDLS;			
		E	use of EVS.			
			Flight crew members with Category II or Category			
			III experience with the operator may undertake an			
			abbreviated ground, Flight simulator and/or flight training course when changing:			
					L	
			aircraft type/class is to include at least the			
			requirements of subparagraphs (d)1, (d)2(i) or			
	-	ii	(d)2(ii) as appropriate and (d)3(i); to a different variant of aircraft within the same			
			type or class rating that has the same or similar:		L	
		A	level of technology — flight control/guidance			
			system (FGS); and			
	\vdash	_	operational procedures — integrity; handling characteristics (See paragraph 4 below);			
	\dashv	_	use of HUDLS/hybrid HUDLS;			
			use of EVS			
			as the previously operated type or class, then a			
			difference course or familiarisation appropriate to			
			the change of variant fulfils the abbreviated course			
	+		requirements; to a different variant of aircraft within the same			
			type or class rating that has a significantly			
			different:			
			level of technology — flight control/guidance			
	\dashv		system (FGS); and operational procedures — integrity;			
			handling characteristics (See paragraph 4 below);			
		D	use of HUDLS/hybrid HUDLS;			
			use of EVS			
 			then the requirements of subparagraphs (d)1,			
			(d)2(i) or (d)2(ii) as appropriate and (d)3(i) shall be fulfilled. With the approval of the Governor the			
			operator may reduce the number of			
			approaches/landings required by subparagraph			
			(d)2(i).			
			The operator must ensure when undertaking Category II or Category III operations with			
			different variant(s) of aircraft within the same type			
			or class rating that the differences and/or			
			similarities of the aircraft concerned justify such			
	\dashv		operations, taking account at least the following: the level of technology, including the:			
			FGS and associated displays and controls;			
		В	the Flight Management System and its integration			
			or not with the FGS;			
			use of HUD/HUDLS with hybrid systems and/or			
	-		EVS; operational procedures, including:			
			fail-passive/fail-operational, alert height;			
		В	manual landing/automatic landing;			
			no decision height operations;			
			use of HUD/HUDLS with hybrid systems;			
			handling characteristics, including: manual landing from automatic HUDLS and/or			
			EVS guided approach;			
			manual go-around from automatic approach;			
		C	automatic/manual roll out.			
	b		Ground training. The operator must ensure that the			
			initial ground training course for low visibility operations covers at least:			
			the characteristics and limitations of the ILS			
			and/or MLS;			
			the characteristics of the visual aids;			
		3	the characteristics of fog;			

4 the coperational expendituses and functiones of the providing control of the providing and EVS characteristics, for properlist, so bed effects of prographics, in proceedings of the other process o	Part 91		Requirement	Part 125		Requirement
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Part 91			Requirement	Part 125		Requirement
		i	approach using the appropriate flight guidance, autopilots and control systems installed in the			
			autopilots and control systems installed in the aircraft, to the appropriate decision height and to			
			include transition to visual flight and landing;			
		ii	approach with all engines operating using the			
			appropriate flight guidance systems, autopilots, HUDLS and/or EVS and control systems installed			
			in the aircraft down to the appropriate decision			
			height followed by missed approach; all without			
			external visual reference;			
		iii	where appropriate, approaches utilising automatic flight systems to provide automatic flare, landing			
			and rollout; and			
		iv	normal operation of the applicable system both			
			with and without acquisition of visual cues at			
		7	decision height. Subsequent phases of training must include at			
		,	least:			
		i	approaches with engine failure at various stages on			
			the approach;			
		11	approaches with critical equipment failures (e.g. electrical systems, auto flight systems, ground			
			and/or airborne ILS/MLS systems and status			
			monitors);			
		iii	approaches where failures of auto flight equipment			
			and/or HUD/HUDLS/EVS at low level require either:			
		A	reversion to manual flight to control flare, landing			
			and roll out or missed approach; or			
		В	reversion to manual flight or a downgraded			
			automatic mode to control missed approaches from, at or below decision height including those			
			which may result in a touchdown on the runway;			
		iv	failures of the systems which will result in			
			excessive localiser and/or glide slope deviation,			
			both above and below decision height, in the minimum visual conditions authorised for the			
			operation. In addition, a continuation to a manual			
			landing must be practised if a head-up display			
			forms a downgraded mode of the automatic system			
			or the head-up display forms the only flare mode;			
		v	and failures and procedures specific to aircraft type or			
			variant.			
		8	The training programme must provide practice in			
			handling faults which require a reversion to higher minima.			
		9	The training programme must include the handling			
			of the aircraft when, during a fail passive Category			
			III approach, the fault causes the autopilot to			
			disconnect at or below decision height when the last reported RVR is 300 m or less.			
			last reported RVR is 500 in or less.			
		10	Where take-offs are conducted in RVRs of 400 m			
			and below, training must be established to cover			
			systems failures and engine failure resulting in continued as well as rejected take-offs.			
			continued as well as rejected take-ons.			
		11	The training programme must include, where			
			appropriate, approaches where failures of the			
			HUDLS and/or EVS equipment at low level require either:			
		i	reversion to head down displays to control missed			
			approach; or			
		ii	reversion to flight with no, or downgraded, HUDLS Guidance to control missed approaches			
			from decision height or below, including those			
			which may result in a touchdown on the runway.			
		12	The operator shall ensure that when undertaking			
			low visibility take-off, lower than Standard Category I, other than Standard Category II, and			
			Category II, other than Standard Category II, and Category II and III Operations utilising a			
			HUD/HUDLS or hybrid HUD/HUDLS or an EVS,			
			that the training and checking programme			
			includes, where appropriate, the use of the HUD/HUDLS in normal operations during all			
			phases of flight.			
	d		Conversion training requirements to conduct low			
			visibility take-off, lower than Standard Category I,			
			other than Standard Category II, approach utilising EVS and Category II and III Operations. The			
			operator shall ensure that each flight crew member			
			completes the following low visibility procedures			
			training if converting to a new type/class or variant			
			of aircraft in which low visibility take-off, lower than Standard Category I, Other than Standard			
			Category II, Approach utilising EVS with an RVR			
			of 800m or less and Category II and III Operations			
			will be conducted. The flight crew member			
			experience requirements to undertake an			
			abbreviated course are prescribed in subparagraphs (a)2, (a)3 and (a)4, above:			
			Page	48 of 55		

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the requirement.						
			the requirement.	<u> </u>		

Part 91				Part 125		Requirement
		2	Before commencing Category III operations, the			
			following additional requirements are applicable to pilots in command, or pilots to whom conduct			
			of the flight may be delegated, who are new to the			
			aircraft type: 50 hours or 20 sectors on the type, including line		-+	
			flying under supervision; and			
		ii	100 m must be added to the applicable Category II			
			or Category III RVR minima unless he has previously qualified for Category II or III			
			operations with another operator, until a total of			
			100 hours or 40 sectors, including line flying			
			under supervision, has been achieved on the type.			
			The Governor may authorise a reduction in the			
			above command experience requirements for flight crew members who have Category II or Category			
			III command experience.			
	f		Low visibility take-off with RVR less than			
		1	150/200 m The operator must ensure that prior to		+	
			authorisation to conduct take-offs in RVRs below			
			150 m (below 200 m for Category D aeroplanes) the following training is carried out:			
			normal take-off in minimum authorised RVR			
			conditions;			
		ii	take-off in minimum authorised RVR conditions with an engine failure between V1 and V2, or as			
			soon as safety considerations permit; and			
		iii	take-off in minimum authorised RVR conditions		T	
			with an engine failure before V1 resulting in a rejected take-off.			
		2	The operator must ensure that the training required			
			by subparagraph 1 above is carried out in a flight simulator. This training must include the use of			
			any special procedures and equipment. Where no			
			flight simulator is available to represent that			
			specific aircraft, the Governor may approve such training in an aircraft without the requirement for			
			minimum RVR conditions.			
			The operator must ensure that a flight crew			
			member has completed a check before conducting low visibility take-offs in RVRs of less than 150 m			
			(less than 200 m for Category D aeroplanes) if			
			applicable. The check may only be replaced by			
			successful completion of the flight simulator and/or flight training prescribed in subparagraph			
			(f)(1). on conversion to an aeroplane type.			
	g		Recurrent training and checking — Low visibility			
	ь		operations			
			The operator must ensure that, in conjunction with the normal recurrent training and operator			
			proficiency checks, a pilot's knowledge and ability			
			to perform the tasks associated with the particular			
			category of operation, for which he/she is authorised is checked. The required number of			
			authorised is checked. The required number of approaches to be undertaken in the flight simulator			
			within the validity period of the operators			
			proficiency check (as prescribed in 121.1115, 125.1115 and 135.1115) is to be a minimum of			
			two, (four when HUDLS and/or EVS is utilised to			
			touchdown) one of which must be a landing at the			
			lowest approved RVR; in addition one (two for HUDLS and/or operations utilising EVS) of these			
			approaches may be substituted by an approach and			
			landing in the aircraft using approved Category II			
			and III procedures. One missed approach shall be flown during the conduct of the operators			
			proficiency check. If the operator is authorised to			
			conduct take-off with RVR less than 150/200 m at			
			least one LVTO to the lowest applicable minima shall be flown during the conduct of the operators			
			proficiency check.			
		2	For Category III operations an operator must use a			
			flight simulator.			
			The operator must ensure that, for Category III			
			operations on aircraft with a fail passive flight control system, including HUDLS, a missed			
			approach is completed at least once over the			
			period of three consecutive operator			
			proficiencychecks as the result of an autopilot failure at or below decision height when the last			
			reported RVR was300 m or less.			
			The Governor may authorise recurrent training and		T	
			checking for Category II and LVTO operations in an aircraft type where no flight simulator to			
Ī	1		represent that specific aircraft or an acceptable			
			alternate is available.		•	•

Part 91				Part 125			Requirement
			Note: Recency for LVTO and Category II/III				
			based upon automatic approaches and/or auto-				
			lands is maintained by the recurrent training and				
	h	\vdash	checking as prescribed in this paragraph. Additional training requirements for operators				
	"		conducting lower than Standard Category I,				
			approaches utilising EVS and other than Standard				
			Category II Operations.				
		1	Operators conducting lower than Standard				
			Category I operations shall comply with the				
			requirements for low visibility operations — training and qualifications applicable to Category				
			II operations to include the requirements				
			applicable to HUDLS (if appropriate). The				
			operator may combine these additional				
			requirements where appropriate provided that the				
			operational procedures are compatible. During				
			conversion training the total number of approaches				
			required shall not be an addition to the standard				
			requirements provided the training is conducted utilising the lowest applicable RVR. During				
			recurrent training and checking the operator may				
			also combine the separate requirements provided				
			the above operational procedure requirement is				
			met, provided that at least one approach using				
			lower than Standard Category I minima is				
			conducted at least once every 18 months.				
	 	2	Operators conducting other than Standard				
			Category II operations shall comply with the				
			requirements for low visibility operations —				
			training and qualifications applicable to Category				
			II operations to include the requirements				
			applicable to HUDLS (if appropriate). The				
			operator may combine these additional requirements where appropriate provided that the				
			operational procedures are compatible. During				
			conversion training the total number of approaches				
			required shall not be less than that required to				
			complete Category II training utilising a				
			HUD/HUDLS. During recurrent training and				
			checking the operator may also combine the				
			separate requirements provided the above				
			operational procedure requirement is met, provided that at least one approach using other				
			than Standard Category II minima is conducted at				
	1		least once every 18 months				
	1	3	Operators conducting approach operations				
			utilising EVS with RVR of 800 m or less shall				
			comply with the requirements for Low Visibility				
			Operations — Training and Qualifications applicable to Category II operations to include the				
			requirements applicable to HUD (if appropriate).				
			The operator may combine these additional				
			requirements where appropriate provided that the				
			operational procedures are compatible. During				
			conversion training the total number of approaches				
			required shall not be less than that required to				
			complete Category II training utilising a HUD.				
			During recurrent training and checking the operator may also combine the separate				
			requirements provided the above operational				
			procedure requirement is met, provided that at				
			least one approach utilising EVS is conducted at				
	<u> </u>	<u> </u>	least once every 12 months.	CDA COO	11/0		
	Π		Appendix 1 to Low visibility operations — Operating	SPA.020	.LVU		
			procedures — Operating				
	a		General. Low visibility operations include:				
	1	1	manual take-off (with or without electronic				
			guidance systems or HUDLS/hybrid				
			HUD/HUDLS);				
		2	auto-coupled approach to below DH, with manual				
	\vdash	2	flare, landing and roll-out; approach flown with the use of a HUDLS/hybrid				
		3	approach flown with the use of a HUDLS/hybrid HUD/HUDLS and/or EVS);				
	 	4	auto-coupled approach followed by auto-flare,				
			auto landing and manual roll-out; and				
		5	auto-coupled approach followed by auto-flare,				
			auto landing and auto-roll-out, when the				
	 		applicable RVR is less than 400 m.				
			Note 1: A hybrid system may be used with any of				
	+		these modes of operations. Note 2: Other forms of guidance systems or				
			displays may be certificated and approved.				
	b		Procedures and operating instructions				
	•			-		-	-

Part 91			Requirement	Part 125			Requirement
1 41 (71		1	The precise nature and scope of procedures and	1 art 123			Nequil entent
			instructions given depend upon the airborne				
			equipment used and the flight deck procedures				
			followed. The operator must clearly define flight				
			crew member duties during take-off, approach,				
			flare, roll-out and missed approach in the operations manual. Particular emphasis must be				
			placed on flight crew responsibilities during				
			transition from non-visual conditions to visual				
			conditions, and on the procedures to be used in				
			deteriorating visibility or when failures occur. Special attention must be paid to the distribution				
			of flight deck duties so as to ensure that the				
			workload of the pilot making the decision to land				
			or execute a missed approach enables him/her to				
			devote himself/herself to supervision and the				
		2	decision making process. The operator must specify the detailed operating				
			procedures and instructions in the operations				
			manual. The instructions must be compatible with				
			the limitations and mandatory procedures				
			contained in the flight manual and cover the following items in particular:				
		i	checks for the satisfactory functioning of the				
			aircraft equipment, both before departure and in				
			flight;				
			effect on minima caused by changes in the status of the ground installations and airborne				
			equipment;				
			procedures for the take-off, approach, flare,				
			landing, roll-out and missed approach;				
			procedures to be followed in the event of failures,				
			warnings to include HUD/HUDLS/EVS and other nonnormal situations;				
			the minimum visual reference required;				
			the importance of correct seating and eye position;				
			action which may be necessary arising from a				
			deterioration of the visual reference; allocation of crew duties in the carrying out of the				
			procedures according to subparagraphs (i) to (iv)				
			and (vi) above, to allow the pilot in command to				
			devote himself/herself mainly to supervision and				
			decision making; the requirement for all height calls below 200 feet				
			to be based on the radio altimeter and for one pilot				
			to continue to monitor the aircraft instruments				
			until the landing is completed;				
			the requirement for the Localiser Sensitive Area to				
			be protected; the use of information relating to wind velocity,				
			wind shear, turbulence, runway contamination and				
			use of multiple RVR assessments;				
			procedures to be used for:				
			lower than Standard Category I;				
			other than Standard Category II;				
			approaches utilising EVS; and practice approaches and landing on runways at				
			which the full Category II or Category III				
L			aerodrome procedures are not in force;				
			operating limitations resulting from airworthiness				
	-		certification; and information on the maximum deviation allowed				
			from the ILS glide path and/or localiser.				
Section V	′ – Si	ngle-	Engined Turbine Aeroplane Operations at	Night and/	or in I	nstrur	ment Meteorological Conditions (SET-IMC)
SPA.005.			Single-Engined Turbine Aeroplane Operations				
SET-IMC			at Night or in Instrument Meteorological				
	a	1	Conditions (SET-IMC) In commercial air transport (CAT) operations,				
			single-engined turbine aeroplanes shall only be				
			operated at night or in IMC if the operator has				
OT 1	<u> </u>		been approved by the Governor.				
SPA.010. SET-IMC			To obtain such an approval, the operator shall:				
SE 1-INIC	a		demonstrate that an acceptable level of turbine				
			engine reliability is achieved in service by the				
			world fleet for the particular engine-airframe				
	h		combination; establish specific maintenance instructions and				
	b		procedures to ensure the intended levels of				
			continued airworthiness and reliability of the				
			aeroplane and its propulsion system have been				
			established and included in the operator's aircraft				
			maintenance programme, including the following: establish an engine trend monitoring programme,				
			except for aeroplanes first issued with an ndividual				
			certificate of airworthiness after 31 December				
			2004 that have an automatic trend monitoring				
	_	-	system;				
			establish a propulsion and associated systems' reliability programme;				
	1	1	programme,	i .			1

Part 91			Daguiromant	Part 125			Dagniyamant
1 411 71	c		Requirement establish a flight crew composition and a	1 art 125		1	Requirement
	[training/competency checking programme for the				
			flight crew member(s) involved in these				
	d		operations; establish operating procedures, specifying:				
	1	1	the equipment to be carried, including its				
			operating limitations and appropriate entries in the				
		2	Minimum Equipment List (MEL); flight planning;				
			normal procedures;				
		4	contigency procedures, including procedures				
			following a propulsion system failure, as well as forced landing procedures in all weather				
			conditions;				
		5	monitoring and incident reporting.				
	e		complete a safety risk assessment for the operation, including the determination of				
			acceptable risk period(s), if an operator intends to				
			make use of them.				
SPA.015. SET-IMC			Aeroplanes approved for SET-IMC operations				
SE I-INIC			shall be equipped with the following equipment:				
	a		two separate electrical generating systems, each				
			one capable of supplying adequate power to all				
			essential flight instruments, navigation systems and aeroplane systems required for continued			Ī	
			flight, at night and/or in IMC, to the destination or			Ī	
	h	_	alternate aerodrome; two attitude indicators, powered from independent			-	
	b		two attitude indicators, powered from independent sources;			Ī	
	c		for passenger operations, a shoulder harness or a				
			safety belt with a diagonal shoulder strap for each			Ī	
	d		passenger seat; airborne weather-detecting equipment;			 	
	e		in a pressurised aeroplane, sufficient supplemental			İ	
			oxygen for all occupants to allow descent,				
			following engine failure at the maximum certificated cruising altitude, at the best range				
			gliding speed and in the best gliding configuration,				
			assuming the maximum cabin leak rate, until				
			sustained cabin altitudes below 13 000 ft are reached:				
	f		an area navigation system capable of being				
			programmed with the positions of landing sites				
			and providing lateral guidance and distance information to the flight crew to reach those sites;				
			information to the right crew to reach those sites,				
	g		a radio altimeter;				
	h		a landing light, independent of the landing gear, capable of illuminating the touchdown point on				
			the power-off glide path from 200 ft away;				
	i		an engine fire warning system;				
	j		an emergency electrical supply system of sufficient capacity and endurance capable of providing				
			power, following the failure of all generated				
			power, to additional loads necessary for all of the				
			following: the essential flight, communications and area				
			navigation systems during a descent from the				
			maximum operating altitude, in glide			Ī	
			configuration, after engine failure, to the				
		3	completion of a landing; the means to provide for one attempt to restart the				
			engine;				
		4	if appropriate, the extension of landing gear and flaps;			Ī	
		5	the use of the radio altimeter throughout the				
			landing approach;				
			the landing light specified in para h;			-	
		 	one pitot heater; if installed, the electrical means to give sufficient			1	
			protection against impairment of the pilot's vision				
			for landing;			<u> </u>	
	J		an ignition system that activates automatically, or is capable of being operated manually, for take-			Ī	
			off, landing, and during flight, in visible moisture;				
	k		a means of continuously monitoring the power				
			train lubrication system to detect the presence of debris associated with the imminent failure of a			Ī	
			drivetrain component, including a flight crew				
	1		compartment caution indication;				
	-	1	an emergency engine power control device that permits continuing operation of the engine through			Ī	
	1					Ī	
	l		a sufficient power range to safely complete the		1	1	1
	1		a sufficient power range to safely complete the flight in the event of any reasonably probable				
	l						
SPA.020.	l		flight in the event of any reasonably probable				
SPA.020. SET-IMC			flight in the event of any reasonably probable failure of the fuel control unit. the operator shall make available to the Governor on an annual basis a report related to its SET-IMC				
			flight in the event of any reasonably probable failure of the fuel control unit. the operator shall make available to the Governor on an annual basis a report related to its SET-IMC operations containing at least the following				
		1	flight in the event of any reasonably probable failure of the fuel control unit. the operator shall make available to the Governor on an annual basis a report related to its SET-IMC				

Part 91		Requirement	Part 125			Requirement
1 41 ()1	2	the number of hours flown; and	1 art 123			Nequii ement
		the number of occurrences sorted by type.				
		Appendix A - Requirements for Appro	oval (Only a 125.A.5	pplicab	le to (
		[Not used]	143.A.3	a		Approval Except as provided in (b) below no person shall
						conduct a general aviation operation with aircraft
						specifed in 125.1 unless the holder of an approval granted by the Governor.
				b		An approval is not required where the operations
						are being conducted by the holder of an AOC under
				c		OTAR 135 or 121. Any approval granted in accordance with paragraph
						(a) above shall be valid for a period of three years
						subject to any conditions which may be attached to the approval, unless otherwise varied, suspended or
						the approval, unless otherwise varied, suspended or revoked.
			125.A.10			Approval process
				a		An operator seeking approval in accordance with 125.A.5 shall provide the Governor with such
						documentation as may be required by this OTAR
						Part.
				b		The operator shall apply to the Governor with any documents required at least 90 days prior to the
						proposed commencement of the activity.
			125.A.15			Issue and continued validity of an Approval
				a		An operator applying for approval in accordance with 125.A.5 shall:
					1	demonstrate compliance with the requirements of
						(b) or the requirements of (c) at the time of application and for the duration of the approval
						period; and
					2	comply with the requirements of this Part, and Part
						91, as they apply to the aircraft operation, including any additional requirements for specific operations
						and airworthiness approvals and all other applicable
				b		OTAR requirements. An operator who holds valid, industry recognised,
				"		certification (certification includes registration,
						membership etc.) for a business aviation standard
						(standard includes programmes or similar), that is acceptable to the Governor, shall:
					1	continue to comply with (a)(2) above and with the
						requirements of the relevant standard, in order that certification remains valid at all times; and
						,
				T	2	submit to the Governor, reports of audits required to maintain certification, upon receipt; and
					3	submit to the Governor, reports of audits required
						to establish compliance with the requirements of
						this Part, over and above those required to maintain certification, upon receipt, or at such intervals as
				$\sqcup \sqcup$		the Governor may require; and
					4	submit to the Governor, copies of valid certification documentation, upon receipt; and
					5	submit details of their safety management system at
						such times as the Governor may require; and
				\vdash	6	submit their operations manual at such times as the
				$\sqcup \sqcup$		Governor may require; and
					7	notify the Governor immediately if their business aviation standard certification becomes invalid.
				С		An operator who does not hold valid industry
					1	certification, shall: continue to comply with (a)(2) above; and
						submit for review by the Governor details of a
						safety management system for the aircraft operation that complies with the requirements of 125.A.25;
						and
					3	submit their operations manual for review by the
				\vdash	4	Governor; and submit reports of audits carried out at intervals of
					-	12 months, or at such intervals as the Governor may
						require, by an independent auditor acceptable to the Governor, in order to demonstrate compliance with
						(a)(2) above.
			125.A.20			Organisational structure
				a		The operator shall establish an organisation capable of managing the safe operation of its aircraft.
				b		The operator shall clearly define the duties and accountabilities of those staff responsible for
						managing the safe operation of aircraft.
			125.A.25			Safety management system (SMS)
				a		The operator shall establish a safety management system appropriate to the size and complexity of the
						operation, for the proactive management of safety,
						that integrates the management of operations and
						technical systems with financial and human
						resource management, and that reflects quality assurance principles.
,		Page	54 of 55			

Part 91			Requirement	Part 125			Requirement
			•		b		The safety management system shall include policy
							and objectives for continuous improvement to the
					С		organisation's overall safety performance. The safety management system shall clearly define
							lines of safety accountability throughout the
							operator's organisation, including a direct accountability for safety on the part of senior
							management.
					d		The safety management system shall include, as a
						1	minimum, the following: processes to identify actual and potential safety
							hazards and assess the associated risks; and
						2	processes to develop and implement remedial action
							necessary to maintain agreed safety performance; and
						3	provision for continuous monitoring and regular
	+					1	assessment of the safety performance; and recurring processes for continuous improvement of
						*	the performance of the safety management system;
							and
	-						quality assurance processes to: identify applicable requirements, regulations and
						'	standards and demonstrate compliance with them;
							and
						ii	ensure technical manuals, checklists and other
							documentation are appropriately maintained and incorporate the latest amendments; and
						iii	ensure that training programmes maintain staff
<u> </u>	+				e	-	proficiency and competency. The safety management system shall be described in
						Ī	relevant documentation, and shall be acceptable to
	1			125.A.30		1	the Governor.
	+			125.A.30	a		Operational management The location of the operating base shall be
					-	Ī	identified; subsequent changes shall be notified to
	-				1.		the Govenor. Where an operator uses an operating base in a State
					D		other than the Territory in which the aircraft has
							been registered, the operator shall notify:
	+						the Governor; and the State in which the operating base is located.
			Appendix B – Emergency Equipment (0	only applica	able to		
	T		[Not used]	П			[Not used]
	+		Appendix C – Aerial wor	k and speci	alised o	perati	ons
0.00-							
C.005			Applicability			Ĺ	
C.005			The following requirements apply to applicants for				
C.005							
			The following requirements apply to applicants for and holders of permissions for the conduct of specialised operations as required under 91.375, 91.380 and 91.390.				
C.010			The following requirements apply to applicants for and holders of permissions for the conduct of specialised operations as required under 91.375, 91.380 and 91.390. Permissions – General requirements				
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