

Part 91			Requirement
Subpart A – General			
91.1			Applicability
	a		Unless stated otherwise, this Part applies to:
		1	the owner, or where an aircraft is leased, the lessee of an aircraft registered in the Territory, wherever such an aircraft may be; and
		2	all aircraft operating or navigating within the Territory; and
		3	the crew of all such aircraft.
			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.
			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
	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:
		1	constitute a breach of one or more provisions of the Order; and
		2	result in proceedings for breaches of the Order; or
		3	result in the refusal of an application for renewal of an approval, certificate or licence; or
		4	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.
	d		The issue of an approval, permit, certificate or licence indicates only that the holder is considered competent to secure the safe operation of aircraft. The possession of such a document does not relieve the operator of an aircraft, or the pilot-in-command, from the responsibility for compliance with the Order and any other legislation in force. Neither does it relieve them of their responsibility for the safe conduct of any particular flight, as the ultimate responsibility for the safety of flight operations always rests with the operator and the 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.
91.15			Laws, requirements and procedures
	a		The holder of a certificate, licence, permit or approval shall take reasonable care to ensure that all persons employed, engaged, or contracted by the holder to perform safety related activities, are familiar with and comply with the laws, regulations and procedures necessary to the performance of their duties.
	b		The pilot-in-command shall comply with the laws, regulations and procedures of those States in which operations are conducted.
	c		The pilot-in-command shall be familiar with the laws, regulations and procedures, pertinent to the performance of his or her duties, prescribed for the 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.
91.20			More stringent requirements
			The pilot-in-command of a Territory-registered aircraft operating in:
	a		a foreign state; or
	b		international airspace under the control of a foreign State,
			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.
91.30			Production of documentation and records
	a		The holder of a certificate, licence, permit or approval shall:
		1	give, any person authorised by the Governor, access to any documentation relating to aircraft operations and the safety of aircraft in flight; and

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		2	produce all such documentation and records, when requested to do so by an authorised person, within a reasonable period of time.
	b		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.
91.35			Aircraft airworthiness
			Except as authorised by the Governor, an aircraft shall not fly unless:
	a		it has a valid certificate of airworthiness issued by the State of Registry; or
	b		it has a valid Permit to Fly in accordance with OTAR Part 21 Subpart P; and
	c		the aircraft is operated in compliance with that 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
	a		A flight shall not be commenced unless the following documents are carried:
		1	the valid certificate of airworthiness; and
		2	the flight crew licences of each member of the flight crew; and
		3	the aircraft radio station licence; and
		4	a noise certification document, if applicable; and
		5	a copy of any approvals, permissions, authorisations 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
		7	for an international flight:
		i	certificate of registration; and
		ii	the journey log book or equivalent record; and
	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.
	c		Before any flight is commenced the pilot-in-command shall ensure that the documents listed in (a) are in force and will remain so for the duration of the flight.
	d		The documents required by (a) shall be carried on each flight except that:
		1	where the flight is intended to begin and end at the same aerodrome; and
		2	the aerodrome is located in a Territory; and
		3	the planned flight does not include passage over the territory of any other State
			the documents listed at (a) may be kept at the aerodrome of departure instead of being carried in the aircraft.
91.50			Manuals to be carried
	a		A flight shall not be commenced unless the following manuals are carried:
		1	the flight manual for the aircraft, or equivalent document.
91.55			Additional information and forms to be carried
	a		A flight shall not be commenced unless the following additional information or forms are carried:
		1	such documentation as will enable the pilot-in-command to record operational information; and
			Note: This may include items such as the operational flight plan, aircraft technical log etc.
		2	for an international flight, passenger and cargo manifests; and
		3	current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted; 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
		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.
91.60			Correcting lenses
			Any flight crew member assessed as fit to exercise the privileges of a licence subject to the use of suitable correcting lenses, shall have a spare set of 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 operator;
		2	is fully competent to taxi the aeroplane
		3	is qualified to use the radio telephone if radio communications are required; and

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		4	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 movement at the aerodrome.
	b		A helicopter rotor shall not be turned under power, for the purpose of flight, without a qualified pilot 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:
		1	has been duly authorised and briefed;
		2	has been provided with training and procedures to 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
			The pilot-in-command shall ensure that:
			flight crew members demonstrate the ability to speak and understand the language used for aeronautical radiotelephony communications to ICAO Operational Level (Level 4) of the ICAO 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
	a		The holder of a certificate, licence, permit or approval shall have available, for immediate communication to rescue co-ordination centres, information on the emergency and survival 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
		2	type of pyrotechnics carried; and
		3	details of emergency medical supplies and water supplies; and
		4	the type and operating frequencies of any emergency portable radio equipment.
91.95			Stowage of baggage and cargo
	a		Baggage or cargo shall not be carried in an aircraft unless it is:
		1	stowed and restrained in accordance with any instructions given in the aircraft flight manual; and
		2	packaged to avoid injury to any person on board.
	b		The pilot-in-command shall not permit any 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
		2	be located in a position that restricts the access to 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 cockpit, or may restrict visibility of any flight instrument.
91.100			Carriage of dangerous goods
			Dangerous goods shall not be loaded on or carried in an aircraft unless:
	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 meet the requirements of OTAR Part 92.
91.105			Carriage of weapons and munitions of war
	a		A flight carrying weapons or munitions of war shall be commenced only:
		1	with the written permission of the Governor and in accordance with any conditions contained in the permission; and
		2	provided that details in writing of the:
		i	type, mass or quantity of any such weapon or munitions; and
		ii	any conditions of the permission for carriage; and
		iii	the location of the weapons or munitions;
			are carried on board the aircraft.
91.110			Carriage of sporting weapons and ammunition
	a		A flight, with sporting weapons on board, shall not be commenced unless request for carriage has been made in advance.
	b		Sporting weapon accepted for carriage shall be:
		1	stowed in the aircraft in a place which is inaccessible to passengers during flight; unless the Governor has determined that compliance is impractical and accepted that other procedures might apply; and
		2	unloaded in the case of firearms or other weapons that can contain ammunition.
			Note: Ammunition for sporting weapons may be contained in baggage, subject to certain limitations, in accordance with OTAR Part 92.
91.120			Responsibilities of pilot-in-command
	a		The responsibilities of the pilot-in-command shall include:
		1	the safety and security of all persons on board the aircraft when the doors are closed;
		2	the operation and safety of the aircraft from the moment the aircraft has started its engine(s) for the purpose of taking-off until the moment it finally comes to rest at the end of the flight and the engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped;
		3	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;

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		4	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;
		5	reporting all known or suspected defects in the aircraft at the termination of the flight;
		6	completion of the journey log book and any general declaration;
		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 submitted to the Governor;
		9	the security of the aircraft during its operation; and
		10	reporting any act of unlawful interference to the Governor and to the designated local authority.
		11	ensuring that crew members follow procedures for 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.
		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 known?
91.130			Passenger briefing
	a		A flight shall not be commenced unless passengers are made familiar with the location and use of:
		1	seat belts or any other restraints;
		2	emergency exits;
		3	lifejackets if required to be carried;
		4	other emergency equipment provided for individual use, including passenger emergency briefing cards;
		5	flotation equipment, where carried ; and
		6	oxygen dispensing equipment, if required to be carried for the use of passengers.
	b		All passengers shall be made aware of the conditions under which smoking may be permitted.
	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.
	d		During take off and landing and during such other 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 the circumstances.
91.140			Use and preservation of flight recorders and records
	a		On any flight on which one or more flight recorder systems is required to be carried:
		1	in an aeroplane:
		i	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 recorders.
		2	in a helicopter:
		i	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
		ii	operational checks and evaluations of recordings 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.
			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 automatic checks.
	b		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 – Operational Procedures			
91.155			Operational control
			Except as otherwise specified by the operator, the pilot-in-command shall be responsible for operational control.
91.185			Pre-flight action
			The pilot-in-command shall, before beginning a flight, obtain, become familiar with and act on all information concerning that flight including the following:
	a		the current and forecast meteorological information; and
	b		the fuel and oil requirements for that flight; and

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	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 notified by ATS; and
	f	the status of the communication and navigation facilities intended to be used; and
	g	the current conditions of the aerodrome or heliport and runway lengths at aerodromes of intended use; 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 planned route.
91.190		Flight preparation
		A flight shall not be commenced until the pilot in command is satisfied that:
	a	the aircraft is airworthy and in a condition for safe flight;
	b	the documents, manuals and additional documents 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 conditions;
	d	the instruments and equipment are in operable 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 operated;
	h	the mass of the aircraft and centre of gravity are such that the flight can be conducted safely, taking account of the expected flight conditions;
	i	any load carried is properly distributed and safely secured;
	j	the aircraft operating limitations, contained in the flight manual, or equivalent, will not be exceeded; and
91.200		ATS flight plan
		A flight plan shall be submitted to an appropriate ATS unit, or its designated agent, prior to the start of each flight under VFR that proceeds over water more than 10 NM from shore, or is operating over any other remote or hazardous terrain.
		Note: This is in addition to any requirement to file an ATS flight plan contained in the Rules of the Air.
91.210		Operating in icing conditions - ground procedures
		The pilot-in-command:
	a	shall not operate an aircraft in conditions where 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 treatment as may be required;
	b	shall at no time perform a take-off in an aircraft 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 the aircraft flight manual procedures.
91.215		Operating in icing conditions - flight procedures
		A flight shall not be commenced nor intentionally flown into expected or actual icing conditions unless the aircraft is certificated and equipped to cope with such 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.
	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		Use of aerodromes/operating sites
	a	An aircraft shall not be operated at an aerodrome or operating site unless:
		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
		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 a congested area of a city, town or settlement has physical characteristics, obstacle limitation surfaces and visual aids commensurate with the characteristics of the helicopter being operated and the ambient light conditions; and
		2 any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement:
		i is suitable for the helicopter to hover clear of obstructions; and
		ii for a heliport, has a surface area suitable for touchdown and lift-off; and
		3 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
		4 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:
		i 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

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		ii in the case of taking off, to make a safe take-off.
	c	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 Rules of the Air.
91.230		Certificated aerodromes – requirement to use
		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
	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).
	b	The aerodrome operating minima for a specific type of approach and landing procedure shall be applicable if:
		1 the ground equipment shown on the respective instrument approach and landing chart required for the intended procedure, is operative; and
		2 the aircraft systems required for the type of approach, are operative; and
		3 the required aircraft performance criteria are complied with; and
		4 the flight deck crew is qualified to conduct the type of approach.
91.240		Aerodrome operating minima – determination
	a	The aerodrome operating minima for any aerodrome to be used shall not be lower than the values determined in accordance with:
		1 for aeroplanes and helicopters, SubPart B, Operational Procedures, to Annex VII, Part NCO (and associated AMCs/GMs) of European Commission Regulation (EU) 965/2012 'Air Operations'.
		Note: See 91.415 for IFR departure limitations and approval requirements (not EU Reg 965/2012) e.g. when approval is required for LVTO operations.
	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).
	c	In establishing the aerodrome operating minima applicable to any particular operation, the following shall be taken into account:
		1 the type, performance and handling characteristics of the aircraft; and
		2 the composition of the flight crew, their competence and experience; and
		3 the dimensions and characteristics of the runways/final approach and take-off areas (FATOs) which may be selected for use; and
		4 the adequacy and performance of the available 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, flare, landing, rollout or missed approach; and
		6 the obstacles in the approach and missed approach areas and the climb-out areas and necessary clearance; and
		7 the obstacle clearance altitude/height for the instrument approach procedures;
		8 the means to determine and report meteorological conditions; and
		9 the flight technique to be used in the final approach.
	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.
91.245		Noise abatement procedures
		Operating procedures shall take into account the need to minimise the effect of aircraft noise unless this would have a detrimental effect on aircraft safety.
91.250		Alternate aerodromes – general requirements
		An aerodrome shall not be nominated as an alternate unless:
	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
	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 Rules of the Air.
91.265		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 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

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		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
		3	the aerodrome of intended landing is isolated; and
		i	a standard instrument approach procedure is prescribed for the aerodrome of intended landing; and
		ii	a point of no return (PNR) is determined; and
		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:
		aa	a cloud base of at least 1,000 feet (300 m) above the minimum associated with the instrument approach procedure; and
		bb	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:
		1	current meteorological information indicates that from two hours before to two hours after the estimated time of arrival, or from the actual time of departure to two hours after the estimated time of arrival, whichever is the shorter period, the following meteorological conditions will exist:
		i	a cloud base of at least 400 feet (120 m) above the minimum associated with the instrument approach procedure; and
		ii	visibility of at least 1.5 km more than the minimum associated with the procedure.
			Or:
		2	the heliport of intended landing is isolated and no suitable alternate is available; and
		i	an instrument approach procedure is prescribed for the isolated heliport of intended landing; and
		ii	a point of no return (PNR) is determined in case of an offshore destination.
91.280			Fuel requirements
	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 amount of fuel to be carried must permit:
		1	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
		2	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
		3	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:
		i	by day, 30 minutes at normal cruising speed; or
		ii	by night, 45 minutes at normal cruising speed.
		4	The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a re-analysis and, if applicable, adjustment of the planned operation.
	b		For helicopters: A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the helicopter carries sufficient fuel and oil to ensure that it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies.
		1	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;
		2	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;
		3	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;
		4	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 pre-flight planning shall require a re-analysis and, if applicable, adjustment of the planned operation.
91.285			Checklists
			The pilot-in-command shall ensure that, where a checklist is provided, it is used.
91.295			Use of airborne collision avoidance system (ACAS II)
	a		In an aircraft with airborne collision avoidance system (ACAS II) installed:
		1	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.

Part 91			Requirement
		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 flight levels.
91.300			Crew members at stations
	a		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:
		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.
		1	The critical phases of flight include:
		i	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.
91.305			In-flight fuel management
	a		The pilot in command shall ensure that the amount of usable fuel remaining in flight is not less than the fuel required to proceed to an aerodrome/landing site where a safe landing can be made, with the planned final fuel reserve remaining.
	b		The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than planned final reserve fuel.
			Note 1: The declaration of MINIMUM FUEL informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance may result in landing with less than planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.
	c		The pilot in command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the calculated usable fuel predicted to be available on landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.
			Note 2: 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 aerodrome.
91.310			Use of oxygen
			The pilot-in-command of an aircraft with a non-pressurised cabin shall ensure that:
	a		before the aircraft reaches flight level 130 the method of use of the oxygen provided in the aircraft is demonstrated to all passengers; and
	b		when flying above flight level 130 all passengers and crew members are instructed to use oxygen; and
	c		during any period when the aircraft is flying above flight level 100 up to and including flight level 130, oxygen is used by all the flight crew of the aircraft for that part of the flight at those altitudes that is of more than 30 minutes duration; and
	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.
	e		an aircraft with a non-pressurised cabin is not operated above flight level 250.
91.325			Flight crew communication
			When operating under IFR all flight crew members required to be on flight deck duty shall communicate through boom or throat microphones below the transition altitude.
91.335			Fuelling operations
			The pilot-in-command shall ensure that:
	a		no aircraft is refuelled or defuelled whilst passengers are embarking, on board or disembarking, or with a helicopter rotor turning; and
	b		appropriate precautions are taken, particularly when refuelling with fuels other than aviation kerosene, or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.
91.345			Completion of journey log and recording of defects
	a		The pilot in command of an aircraft registered in the Territory shall, on the completion of the flight, or series of flights:
		1	complete the journey log book or equivalent record; and
		2	complete the technical log, or other applicable maintenance records, and record any aircraft defects that have been identified during the flight.
91.350			Notification of accidents and occurrences
	a		The pilot-in-command shall be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the aircraft resulting in serious injury or death of any person or substantial damage to the aircraft or property.
	b		The pilot-in-command shall notify occurrences in accordance with OTAR Part 13.
91.355			Occupation of seats and wearing of restraints

Part 91			Requirement
	a		The pilot-in-command of an aircraft shall require 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
		2	when the aircraft is flying at a height of less than 1,000 feet above the surface unless operational 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
		4	during aerobatic flight; and
		5	at all times in an open cockpit aircraft.
	b		The pilot-in-command of an aircraft shall require each passenger to place his seat in the take-off and landing configuration during take-off and landing.
	c		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 berth, provided the child is securely restrained by an approved child restraint device; or
			Note: This may include an item such as a 'supplementary loop belt' manufactured with the same techniques and the same materials as the approved safety belts.
		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 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; 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 situation.
91.365			Flying displays
	a		The pilot-in-command of an aircraft shall not participate in a flying display unless:
		1	he holds a current display authorisation, granted by the Governor; and
		2	he has taken all reasonable steps to confirm that 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
		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
		5	he does not carry any additional persons other than those crew members required to operate the aircraft; and
		6	he does not fly over any spectator area; and
		7	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 events that are not open to the general public.
91.370			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 given or promised for:
		1	the conduct of an aerial work activity during which, excluding crew members, no more than 6 persons indispensable to that aerial work activity are carried in the aircraft; and
		2	flights immediately before and after an aerial work activity, provided that such flights are connected with that aerial work activity and the persons 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 operator of the aircraft shall carry out a risk assessment and develop appropriate standard operating procedures to provide guidance to operating staff to ensure safe means of carrying out the aerial task.
	c		In complying with (b) the operator shall have regard to:
		1	the type of aerial work activity; and
		2	the operating environment.
	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.
	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

Part 91		Requirement
	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 persons and articles
	a	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
		2 if it is a helicopter, otherwise than under and in 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 than a glider, at night or when flight visibility is less than one nautical mile.
	c	The length of the combination of towing aircraft, 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 an aerodrome.
	e	A helicopter shall not fly at any height over a congested area of a city, town or settlement at any time when any article, person or animal is suspended from the helicopter.
	f	Subject to any applicable commercial air transport requirements, a person who is not a member of the flight crew shall not be carried in a helicopter at any time when an article, person or animal is suspended from the helicopter, other than:
		1 a task specialist who has duties to perform in connection with the article, person or animal; or
		2 a person who has been picked up or raised by means external to the helicopter; or
		3 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 procedures to be followed (including normal, abnormal, and emergency procedures) and equipment to be used during helicopter external load operations (HELO) and helicopter hoist operations (HHO).
	h	Nothing in this paragraph:
		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.
	c	Paragraph (b) does not apply to the dropping of 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;
		3 the dropping of ballast in the form of fine sand or water;
		4 the dropping of articles solely for the purpose of navigating the aircraft in accordance with ordinary practice or with the provisions of the Order;
		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

Part 91			Requirement
	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 with Appendix C.
	b		A person shall not drop, be dropped or be permitted to drop from an aircraft in flight so as to endanger persons or property.
	c		An aircraft shall not be used for the purpose of dropping persons 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
		2	that certificate or the flight manual includes an express provision that it may be used for that purpose; and
		3	the aircraft is operated in accordance with a written permission granted by the Governor in accordance with Appendix C.
			Note: The 91.370(a) limitation on the number of persons to be carried is not applicable to aerial work parachuting flights.
	d		The pilot-in-command shall ensure that all persons to be carried are briefed before take-off on the relevant procedures to be followed (including normal, abnormal, and emergency procedures) and any aircraft equipment to be used during the parachuting operation.
	e		Nothing in this paragraph:
		1	applies to the descent of persons by parachute from an aircraft in an emergency;
		2	prohibits the lowering of any person in an emergency or for the purpose of saving life;
		3	prohibits the disembarkation of any person from a helicopter hovering in ground effect in accordance with normal aviation practice; or
		4	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.
Subpart C – Operating Limitations			
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 enable compliance with these rules.
91.405			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 than visual meteorological conditions unless:
		1	it is a single-engine turbine aeroplane that has 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
	a		A departure under IFR shall not be commenced unless:
		1	meteorological conditions are at or above the minima for IFR take-off determined in accordance with OTAR 91.240; and
		2	the relevant RVR is at least 150m RVR (Category A, B, C aeroplanes, and helicopters) or 200m RVR (Category D aeroplanes), unless conducted in accordance with an approval issued by the State of Registry.
		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.
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 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 controlling RVR is above the specified minimum.
	b		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.
	c		If, after entering the final approach segment or 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 DA/H or MDA/H.
	d		The approach shall not be continued below the DA/H or MDA/H unless the specified visual reference is established at DA/H or MDA/H and is maintained.
Subpart D – Mass and Balance			
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 – Performance			
91.500			Performance – general

Part 91			Requirement
			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 departure and intended destination and on the intended route, the aircraft is capable of safely taking off, reaching and maintaining a safe height thereafter and making a safe landing at the place of intended destination.
Subpart F – Instruments and Equipment			
91.605			General
	a		No person shall operate an aircraft unless it is 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.
	c		No person shall operate an aircraft to which this Subpart applies unless:
		1	the aircraft is equipped with the type and number of instruments and equipment required by this Subpart; and
		2	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 aircraft; and
		3	the instruments and equipment have been installed in accordance with the aircraft manufacturer's instructions or other instructions acceptable to the Governor.
91.610			Inoperative instruments and equipment
	a		Except as provided in paragraph (b), an aircraft shall not commence a flight with inoperative instruments or equipment if it is legally required to carry that instrument or equipment, unless the following conditions are met:
		1	a minimum equipment list (MEL) has been approved by the Governor for use with that aircraft; and
		2	the aircraft records available to the pilot include an entry describing the inoperative instruments and equipment; and
		3	the aircraft is operated in accordance with all applicable conditions and limitations contained in the MEL.
	b		An aircraft that is not required to hold an MEL may be operated under this Part with inoperative instruments and equipment provided the inoperative instruments and equipment:
		1	are not:
		i	part of the certification instruments and equipment prescribed in the applicable airworthiness requirements under which the aircraft was type certificated; or
		ii	required by this Subpart for specific operations; or
		iii	required by an airworthiness directive to be in operable condition; and
		2	are placarded "Inoperative" and the required maintenance recorded in accordance with OTAR Part 43.
91.615			Minimum equipment list (MEL)
			Where a minimum equipment list is established in relation to an aircraft, the operator shall ensure:
	a		it is based upon, but no less restrictive than, the relevant master minimum equipment list (MMEL); and
	b		it has been approved by the Governor.
91.625			Location of instruments and equipment
			The operator shall ensure that:
	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 minimum practicable deviation from normal line of sight along the flight path; and
	b		any single instrument or item of equipment to be operated or used by two pilots, is installed so that it can be readily seen and operated from each pilot's normally-seated position.
91.630			Markings and placards
			The operator shall ensure that:
	a		any placards, listings or instrument markings containing prescribed operating limitations shall be displayed in the aircraft. Each marking and placard shall be displayed in a conspicuous place and in such a manner to minimise the risk of erasure, disfigurement, obscuring, or removal; and
	b		each unit of measure used on a marking or placard shall be the same as that on any related instrument or in the related flight manual; and
	c		each fuel contents gauge shall be clearly marked to indicate the units to which the gauge is calibrated; and
	d		an aircraft shall be placarded in the immediate vicinity of each fuel and oil filler with the specification and/or grade of fuel or oil, as appropriate.
91.635			Seating and restraints
	a		An aircraft shall be equipped with:
		1	a seat or berth for each person on board; and
		2	a safety belt for each seat and restraining belts for each berth; and

Part 91			Requirement
		3	for each flight crew member seat: either a safety harness; or, if the aircraft type certificate allows, a seat belt with a diagonal shoulder strap.
	b		Notwithstanding paragraph (a)(1) and (2), a seat, berth, safety belt or restraining belt is not required for:
		1	a child being carried in accordance with paragraph 91.355(c)(1); or
		2	a person being carried during parachute operations, unless parachutist restraints are required by the aircraft flight manual.
91.640			Aircraft operating under VFR
	a		An aircraft shall be equipped with a means of measuring and displaying:
		1	magnetic heading;
		2	the time in hours, minutes and seconds (permitted to carry a means of measuring time, if aircraft is not equipped);
		3	barometric altitude;
		4	indicated airspeed;
		5	mach number, if the speed limitation prescribed by the aircraft flight manual is expressed in terms of mach number; and
		6	in a helicopter: slip.
	b		An aircraft shall be equipped with spare fuses of appropriate ratings, where necessary, for all electrical circuits that can be changed in flight (at least 3 of each rating, or 10 % of the number for each rating, whichever is greater).
	c		Paragraph (a) above shall not apply to non-power driven aircraft.
91.645			VFR flights operated as controlled flights
			An aircraft flying under the visual flight rules, but as a controlled flight shall be equipped in accordance with 91.655.
91.650			Equipment for flight in icing conditions
			An aircraft shall be certificated and equipped to operate in icing conditions, for flight in circumstances in which icing conditions are reported to exist or are expected to be encountered.
91.655			Aircraft operating at night or under IFR
			Note: 'With the surface in sight' means with the 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 without reference to any flight instrument.
	a		An aircraft flying at night or under IFR or when the surface is not in sight shall be equipped with a means of measuring and displaying:
		1	magnetic heading (standby compass);
		2	the time in hours, minutes and seconds (permitted to be carried if aircraft not equipped);
		3	barometric altitude, from two independent altimetry sources;
		4	indicated airspeed, with a means of preventing malfunctioning due to either condensation or icing; and
		i	mach number, if the speed limitation prescribed by the aircraft flight manual is expressed in terms of mach number;
		5	in an aeroplane: turn and slip; and in a helicopter: slip;
		6	for each required pilot: aircraft attitude; except
		i	in an aeroplane: one attitude indicator may be replaced by the turn and slip indicator; and
		ii	in a helicopter: an additional means of indicating aircraft attitude;
		7	stabilised aircraft heading;
		8	whether the power supply to the gyroscopic instruments is adequate;
		9	outside air temperature; and
		10	rate of climb and descent.
	b		An aircraft shall be equipped with spare fuses as described in 91.640 (b).
			Note: The flight instruments requirements may be met by combinations of instruments or by electronic displays provided that the safeguards against total failure, inherent in separate instruments, are maintained (see 91.660).
	c		When operating at night, the following lights:
		1	lights, as required by the Rules of the Air;
		2	illumination for all flight instruments and equipment that are essential for the safe operation of the aircraft;
		4	lights in all passenger compartments;
		5	for an aeroplane a landing light;
			for a helicopter a landing light which shall be trainable in the vertical plane; and
		6	an independent portable light for every crew member station.
91.660			Glass cockpit systems
			An aircraft with advanced cockpit automation systems (glass cockpit) shall have system redundancy that provides flight crew with attitude, heading, airspeed and altitude indications in case of failure of the primary system or display.
91.670			Communication equipment

Part 91			Requirement
	a		An aircraft shall be equipped with:
		1	radio communication equipment that is capable of providing continuous two-way communications with an appropriate ATS unit or aeronautical telecommunications facility, and for receiving meteorological information, at any time during flight; and
		2	a headset with a boom or throat microphone.
	b		The radio communication equipment shall provide for communication on the emergency frequency 121.5 MHz.
	c		For flights in defined portions of airspace or on routes where a Required Communications Performance (RCP) type has been prescribed, an aircraft shall, in addition:
		1	be provided with communication equipment which will enable it to operate in accordance with the prescribed RCP type(s); and
		2	be approved by the Governor for operations in such airspace.
	d		Communication equipment shall be installed such that failure of one unit will not result in the failure of another unit.
91.675			Navigation equipment
	a		An aircraft shall be equipped with a navigation system which will enable the aircraft to proceed in accordance with:
		1	the flight plan; and
		2	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 navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the aircraft to navigate in accordance with the applicable requirements.
	c		For operations where a navigation specification for performance-based navigation (PBN) has been prescribed, an aeroplane shall, in addition, be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s) and be approved in accordance with Subpart SPA.
	d		An aircraft operating in North Atlantic High Level Airspace (NAT HLA) airspace where minimum navigation performance specifications are prescribed shall:
		1	be equipped with navigation equipment capable of continuously and accurately indicating to the flight crew adherence to or departure from track; and
		2	be approved in accordance with Subpart SPA.
	e		An aircraft operating in RVSM airspace shall be:
		1	provided with equipment capable of:
		i	indicating to the flight crew the flight level being flown; and
		ii	automatically maintaining a selected flight level to within ± 65 feet; and
		iii	providing an aural and visual alert to the flight crew when a deviation from the selected flight level occurs. The threshold for the alert shall not exceed 300 feet (90 metres); and
		2	approved in accordance with Subpart SPA.
	f		All required radio navigation equipment shall comply with the FM-immunity requirements of ICAO Annex 10 Volumes I and III.
	g		Any radio navigation equipment fitted on the aircraft that does not comply with the FM-Immunity requirements of ICAO Annex 10 shall be placarded to alert flight crew to the potential for radio interference.
91.680			Landing in instrument meteorological conditions
			An aircraft that may require to land in instrument 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.
91.685			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.
91.700			Medical and emergency equipment
	a		An aircraft shall be equipped with:
			one or more first aid kits, stowed in accessible places.
	b		Contents of first aid kits shall be appropriate to the nature of the flight, and suitable to treat minor injuries.
	c		An aircraft shall be equipped with:
		1	at least one fire extinguisher, located in reach of a flight crew member and of a type that will not interfere with the proper functioning of essential aircraft equipment; and
		2	at least one fire extinguisher in each compartment that is separate from the pilots' compartment.

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	d	Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in an aircraft for which the first certificate of airworthiness, for that individual aircraft, was issued on or after 31 December 2011 and any extinguishing agent used in a portable fire extinguisher in an aircraft for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall not be of a type listed in Annex A, Group II of the <i>Montreal Protocol on Substances That Deplete the Ozone Layer</i> , 8th Edition, 2009.
		Note: Information concerning extinguishing agents is contained in the UNEP Halons Technical Options Committee Technical Note No. 1 – New Technology Halon Alternatives and FAA Report No. DOT/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.
91.705		Emergency locator transmitter
	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.
	b	All ELTs capable of transmitting on 406 MHz must be coded in accordance with ICAO Annex 10 and registered with the agency responsible for the maintenance of the aircraft register.
		Aeroplanes –
	c	Except as provided in paragraph (d) an aeroplane shall carry at least one ELT of any type.
	d	An aeroplane for which the first certificate of airworthiness, for that individual aeroplane, was issued after 1 July 2008 shall be equipped with at least one automatic ELT.
		Helicopters –
	e	Performance Class 1 and 2 operations –
		1 A helicopter operating in performance Class 1 or 2 shall be equipped with at least one automatic ELT; and
		2 when flying over water as described in 91.715, with at least one automatic ELT and one ELT(S) in a raft or life jacket.
	f	Performance Class 3 operations –
		1 A helicopter operating in performance Class 3 shall be equipped with at least one automatic ELT; and
		2 when flying over water as described in 91.715, with at least one automatic ELT and one ELT(S) in a raft or life jacket.
91.710		Survival equipment
	a	An aircraft shall carry survival equipment and signalling devices appropriate to the areas to be overflown.
	b	The decision on the equipment to be carried shall be made with regard to the circumstances of the flight; and
	c	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:
		1 the operating environment; and
		2 conditions such as sea state, sea and air temperature; and
		3 the distance from land suitable for making an emergency landing; and
		4 the availability of search and rescue facilities.
	d	The equipment carried shall include, as appropriate, the equipment specified in paragraph 91.715.
91.715		Flights over water
	a	Liferafts, lifejackets, and signalling devices required by this paragraph shall be installed in conspicuously identified locations and easily accessible in the event of a ditching.
	b	Each lifejacket or equivalent individual flotation device, required by this paragraph shall:
		1 be equipped with a means of electric illumination for the purpose of facilitating the location of persons, with the exception of individual flotation devices required under 91.715(d); and
		2 be stowed in a place which is easily accessible from the seat or berth of the person for whose use it is provided.
	c	Single-engined aircraft flying over water beyond gliding or autorotational distance from land shall be equipped with a lifejacket, or equivalent individual flotation device, for every person on board.
	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 event of a mishap there would be a likelihood of a ditching, shall be equipped with a lifejacket or equivalent individual flotation device, for every person on board.
	e	A seaplane or amphibian aeroplane operated on water, shall be equipped with:
		1 a lifejacket, or equivalent individual flotation device, for every person on board

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		2	equipment for making sound signals, as prescribed by the International Regulations for Preventing Collisions at Sea; and
		3	one sea anchor; and
		4	equipment necessary for mooring, anchoring or manoeuvring the aircraft on water, appropriate to the size, mass and handling characteristics of the aircraft.
			Aeroplanes on extended flights over water (a distance greater than 50nm or 30 minutes at normal cruising speed, whichever is lesser, from land suitable for making an emergency landing)–
	f		An aeroplane flying over water shall, where indicated by the assessment in 91.710(c), be equipped with:
		1	a lifejacket, or equivalent individual flotation device, for every person on board
		2	liferafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and
		3	equipment for making the distress signals described in the Rules of the Air.
		4	any additional equipment decided by reference to the assessment in 91.710(c).
			Helicopters flying over water –
	g		A helicopter operating over water shall:
		1	If required to carry more than one liferaft, have at least 50 per cent of the liferafts deployable by remote control. Rafts which are not deployable by remote control and which have a mass of more than 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 carry all occupants in the overload state.
			Note: The overload state is a design safety margin of 1.5 times the maximum capacity.
			Performance Class 1 and 2 operations –
		3	A helicopter operating in performance Class 1 or 2 when flying over water at a distance from land corresponding to more than 10 minutes at normal cruise speed, shall be equipped as follows:
		i	certificated for ditching or, for coastal transit operations only, be fitted with a permanent or 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, suitably equipped to sustain life in the expected conditions; and
		iii	equipment for making the distress signals described in the Rules of the Air; and
		iv	any additional equipment decided by reference to the assessment in 91.710(c).
			Performance Class 3 operations –
		4	A helicopter operating in performance Class 3 when flying beyond auto-rotational or safe forced landing distance from land, shall be equipped as follows:
		i	be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter; and
		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 sustain life in the expected conditions; and
		iii	equipment for making the distress signals described in the Rules of the Air.
		iv	any additional equipment decided by reference to the assessment in 91.710(c).
91.720			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 flown.
			Note 1: The SSR transponders should operate in accordance with the relevant provisions of ICAO Annex 10, Volume IV
91.730			Oxygen indicators
			An aircraft operated at altitudes above flight level 130, or for more than 30 minutes between flight level 100 up to and including flight level 130, shall be equipped with a means of indicating:
	a		to the flight crew:
		1	the amount of breathing oxygen available in each 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
	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 dispensing unit
91.735			Oxygen equipment and supplies for non-pressurised aircraft

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			An aircraft with a non-pressurised cabin that is operated at altitudes above flight level 100 shall be equipped with oxygen storage and dispensing equipment to supply the following:
		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 crew members and 10 % of the passengers; and
		2	at altitudes above flight level 130:
			stored breathing oxygen for continuous use by all crew members and passengers.
91.740			Oxygen equipment and supplies for pressurised aircraft
	a		An aircraft with a pressurised cabin that is to be operated at altitudes above flight level 100 shall be equipped with:
		1	a crew member on-demand oxygen mask accessible to each flight crew member and capable of providing a continuous supply of stored breathing oxygen for that time following failure of the pressurisation system that the cabin pressure altitude would exceed 10,000 feet; and
		2	the following equipment that is readily accessible to each crew member, other than flight crew, at their normally-seated position:
		i	a crew member on demand oxygen mask; or
		ii	a passenger oxygen mask; and
		iii	portable breathing equipment for immediate use containing the greater of 120 litres of oxygen or the quantity of oxygen required for continuous use for that time the cabin pressure altitude would exceed 10,000 feet.
	b		For the purposes of paragraph (a), the calculation of the oxygen requirements in the event of pressurisation failure is to take into account:
		1	the time necessary for an emergency descent and the recovery phase to level flight at a safe altitude; and
		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.
	c		An aeroplane with a pressurised cabin that is to be operated at altitudes above flight level 250 shall carry the equipment and supplies in paragraph (a) and:
		1	a quick donning crew member on-demand mask readily accessible to each flight crew member at their normally seated position; and
		2	in no case less than 10 minutes' oxygen supply for all passengers carried.
	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 lower than flight level 130 shall carry a minimum of 10 minutes' oxygen supply for all passengers carried.
91.750			Flight recorders – Construction and Installation (i.e Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation).
			Note 1: Crash-Protected flight recorders comprise one or more of the following systems: a flight data recorder (FDR), — a cockpit voice recorder (CVR), — an airborne image recorder (AIR), — a data link recorder (DLR).
			Note 2: Lightweight flight recorders comprise one or more of the following systems: -an aircraft data recording system (ADRS), -a cockpit audio recording system (CARS), -an airborne image recording system (AIRS), -a data link recording system (DLRS).
	a		The operator shall ensure that any required flight recorder:
		1	is constructed, located and installed so as to provide maximum practical protection for the recordings in order that the recorded information may be preserved, recovered and transcribed; and
		2	meets the prescribed crashworthiness and fire protection specifications.
		3	Non-deployable crash-protected flight recorder containers shall have securely attached an automatically activated underwater locating device operating at a frequency of 37.5 kHz. This device shall operate for a minimum of 90 days.
91.755			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.

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			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).
	a		Where an aircraft is required to be equipped with flight recorder systems, the requirements may be met singly or in combination, as follows:
		1	A multi-engined turbine-powered aeroplane with MTOM of 5,700 kg or less, required to be equipped with a FDR and/or a CVR, may alternatively be equipped with one combination recorder (FDR/CVR).
		2	Combination recorders (FDR/CVR) may be used to meet the flight recorder equipage requirements for helicopters.
	b		A turbine-engined aeroplane with a seating 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 aeroplane, was issued on or after 1 January 2016 shall be equipped with:
		1	a Type II FDR; or
		2	a Class C AIR or AIRS capable of recording flight path and speed parameters displayed to the pilot(s); or
		3	an ADRS capable of recording the essential parameters. (See Note 4 above, regarding the parameters to be recorded.)
	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 required to be fitted with an FDR, shall record the following parameters at a maximum recording interval of 0.125 seconds:
		1	Pilot input and/or control surface position – primary controls (pitch, roll, yaw).
			Note 4: For aeroplanes with control systems in which movement of a control surface will back drive the pilot's control, "or" applies. For aeroplanes with control systems in which movement of a control surface will not back drive the pilot's control, "and" applies. In aeroplanes with independent moveable surfaces, each surface needs to be recorded separately. In aeroplanes with independent pilot input on primary controls, each pilot input on primary controls needs to be recorded separately.
			Note 5: "The application for type certification is submitted to an ICAO Contracting State" refers to the date of application of the original "Type certificate" for the aeroplane type, not the date of certification of particular aeroplane variation or derivative models.
	d		Types II and IIA FDRs shall record the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power and configuration of lift and drag devices.
	e	1	FDRs shall be capable of retaining the information recorded during at least the last 25 hours of their operation; except
		2	Type IV, IVA and V FDRs shall be capable of retaining the information recorded during at least the last 10 hours of their operation; and
		3	Type IIA FDRs shall be capable of retaining the information recorded during the last 30 minutes of their operation.
	f		The use of the following FDRs shall be discontinued:
		1	Engraving metal foil FDRs.
		2	Photographic film FDRs.
		3	Analogue FDRs using frequency modulation (FM).
		4	Magnetic tape FDRs.
91.760			Flight recorders – cockpit voice recorder (CVR) and cockpit audio recording system (CARS)
	a		A turbine-engined aeroplane with a seating 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 aeroplane, was issued on or after 1 January 2016 and required to be operated by more than one pilot shall be equipped with either a CVR or a CARS.
	b		All CVRs shall be capable of retaining the information recorded during at least the last 30 minutes of their operation; with the following exceptions:
		1	From 1 January 2016, all required CVRs shall be capable of retaining the information recorded during at least the last two hours of their operation;
		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 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.
	c		The use of magnetic tape and wire CVRs shall be discontinued by 1 January 2016.
91.765			Flight recorders – data link recorders
			Note: Data link recorders performance requirements are as contained in the EUROCAE ED-112, Minimum Operational Performance Specification (MOPS) for Crash Protected Airborne Recorder Systems, or equivalent documents.
91.770			Ground proximity warning system

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	a		A turbine-engined aeroplane of MTOM 5,700 kg or less and with a maximum approved passenger 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 looking terrain avoidance function.
	b		A ground proximity warning system required to be carried in accordance with paragraph (a) shall provide an automatic and distinctive warning to the flight crew when the aeroplane is in potentially hazardous proximity to the earth's surface.
	c		A ground proximity warning system required to be carried in accordance with paragraph (a) shall provide, as a minimum, warnings of at least the following circumstances:
		1	excessive descent rate;
		2	excessive altitude loss after take-off or go-around; and
		3	unsafe terrain clearance.
			Note: Terrain Awareness and Warning System (TAWS) Class B will provide the parameters required in (c) above.
Subpart G – Maintenance			
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.
Subpart H – Crew Requirements			
91.905			Composition of crew
	a		An aircraft shall not fly unless it carries a flight crew of the number and description required by the law of the country in which it is registered.
	b		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
			The pilot-in-command shall satisfy himself that:
	a		each flight crew member assigned to duty holds an appropriate licence issued or validated by the State of Registry of the aircraft; and
	b		flight crew members are properly rated in respect of their assigned duty; and
	c		the licence is current and includes the appropriate rating, and
	d		flight crew members are competent to carry out 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 avoidance of collisions.
91.915			Flight crew recency
	a		No person shall act as pilot-in-command of an aircraft carrying passengers, unless:
		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.
Subpart I – Training			
			[Not used]
Subpart J – Crew Member Competency Requirements			
			[Not used]
Subpart K – Fatigue Management			
91.1215			Fatigue – Crew member responsibilities
			A person shall not act as a flight crew member of an aircraft registered in the Territory if at the beginning of the flight the aggregate of all his previous flight times:
	a		during the period of 28 consecutive days expiring at the end of the day on which the flight begins exceeds 100 hours; or
	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 – Manuals Logs and Records			
91.1255			Journey log book or equivalent record
	a		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;
		3	names of crew members;
		4	duty assignments of crew members;
		5	place of departure;
		6	place of arrival;
		7	time of departure;
		8	time of arrival;
		9	hours of flight;
		10	nature of flight (private, aerial work, scheduled or non-scheduled commercial air transport);
		11	incidents and observations (if any); and
		12	signature of person in charge.

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	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.
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 specified 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
Appendix 1 to 91.1265			
			Document storage periods
			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 – Specific Approvals			
Section 1 – General requirements			
SPA.005.GEN			Scope
			This Subpart establishes the requirements to be met by an operator to qualify for the issue or continuation of specific operational approvals.
SPA.020.GEN			Application for a specific approval
	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:
		1	they comply with the requirements of the applicable section;
		2	the aircraft and required equipment comply with the applicable airworthiness requirements/approvals;
		3	a training programme has been established for flight crew and, as applicable, personnel involved in these operations; and
		4	operating procedures in accordance with the 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.GEN			Privileges of an operator holding a specific 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 specifications to the air operator's certificate.
SPA.030.GEN			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.
	c		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.GEN			Continued validity of a specific approval
			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 specified navigational performance			
SPA.001.SPN			Operations in areas with specified performance 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 the Governor.
	b		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.
	c		To obtain such approval, the operator shall:
		1	demonstrate that the navigation equipment meets the required performance in terms of navigation functionality, accuracy, integrity, availability and continuity;
		2	establish and maintain a training programme for the flight crew involved in these operations; and
		3	establish operating procedures specifying:
		i	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;
		iii	normal procedures;
		iv	contingency procedures;
		v	incident reporting;
		vi	specific regional operating procedures, in case of North Atlantic High Level Airspace (NAT HLA); and
		vii	navigation database integrity, in case of PBN.
SPA.010.SPN			Equipment requirements for operations in North Atlantic High Level Airspace (NAT HLA) areas
	a		An aircraft conducting North Atlantic High Level Airspace (NAT HLA) operations shall be equipped with navigation equipment that complies with the ICAO Regional Air Navigation Agreement.

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	b		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 with reduced vertical separation minima			
SPA.001.RVSM			Operations in airspace with reduced vertical 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 Part 21; and
		2	the operator has been approved by the Governor.
	b		To obtain an approval under (a)(2), the operator shall:
		1	establish and maintain a training programme for the flight crew involved in these operations; and
		2	establish operating procedures specifying:
		i	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;
		iii	flight planning;
		iv	pre-flight procedures;
		v	procedures prior to RVSM airspace entry;
		vi	in-flight procedures;
		vii	post flight procedures;
		viii	maintenance programme;
		ix	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 satisfy the requirement.
SPA.010.RVSM			Equipment requirements for operations in RVSM airspace
	a		In addition to the equipment required by Subpart F, aircraft used for operations in RVSM airspace shall be equipped with:
		1	two independent altitude measurement systems;
		2	an altitude alerting system;
		3	an automatic altitude control system; and
		4	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 operations			
SPA.005.LVO			Low visibility operations — General operating rules
	a		The operator shall not conduct, other than Standard Category II, Category II or Category III approaches unless:
		1	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;
		2	a suitable system for recording approach and/or automatic landing success and failure is established and maintained to monitor the overall safety of the operation;
		3	the operations are approved by the Governor;
		4	the flight crew consists of at least two pilots; and
		5	decision height is determined by means of a radio altimeter.
	b		The operator shall not conduct low visibility take-offs in less than 150 m RVR (Category A, B, C aeroplanes, and helicopters) or 200 m RVR (Category D aeroplanes) unless approved by the Governor.
	c		The operator shall not conduct lower than Standard Category I operations unless approved by the Governor.
SPA.010.LVO			Low visibility operations — Aerodrome considerations
	a		The operator shall not use an aerodrome for Category II or III operations unless the aerodrome is approved for such operations by the State in which the aerodrome is located.
	b		The operator shall verify that low visibility procedures (LVP) have been established, and will be enforced, at those aerodromes where low visibility operations are to be conducted.
SPA.015.LVO			Low visibility operations — Training and qualifications
	a		The operator shall ensure that, prior to conducting low visibility take-off, lower than Standard Category I, other than Standard Category II, Category II and III operations or approaches utilising EVS:
		1	Each flight crew member:
		i	Completes the training and checking requirements prescribed in Appendix 1 including Flight simulator training in operating to the limiting values of RVR/CMV and Decision Height appropriate to the operator's approval; and
		ii	Is qualified in accordance with Appendix 1 to SPA.015.LVO;
		2	The training and checking is conducted in accordance with a detailed syllabus approved by the Governor and included in the operations manual; and
		3	The flight crew qualification is specific to the operation and the aircraft type.
SPA.020.LVO			Low visibility operations — Operating procedures

Part 91			Requirement
	a		The operator shall establish procedures and instructions to be used for low visibility take-off, approaches utilising EVS, Lower than Standard Category I, other than Standard Category II, Category II and III operations. These procedures shall be included in the operations manual and contain the duties of flight crew members during taxiing, take-off, approach, flare, landing, roll-out and missed approach as appropriate.
	b		The pilot in command shall be satisfied that:
		1	The status of the visual and non-visual facilities is sufficient prior to commencing a low visibility take-off, an approach utilising EVS, a lower than Standard Category I, an other than Standard Category II, or a Category II or III approach;
		2	Appropriate LVPs are in force according to information received from Air Traffic Services, before commencing a low visibility take-off, a lower than Standard Category I, an other than Standard Category II, or a Category II or III approach; and
		3	The flight crew members are properly qualified prior to commencing a low visibility take-off in an RVR of less than 150 m (Category A, B, C aeroplanes, and helicopters) or 200 m (Cat D aeroplanes), an approach utilising EVS, a lower than Standard Category I, an other than Standard Category II or a Category II or III approach.
SPA.025.LVO			Low visibility operations — Minimum equipment
	a		The operator shall include in the operations manual the minimum equipment that has to be serviceable at the commencement of a low visibility take-off, a lower than Standard Category I approach, an Other than Standard Category II approach, an approach utilising EVS, or a Category II or III approach in accordance with the aircraft flight manual or other approved document.
	b		The pilot in command shall be satisfied that the status of the aircraft and of the relevant airborne systems is appropriate for the specific operation to be conducted.
Appendix 1 to SPA.005.LVO			
			Low visibility operations — General operating rules
	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.
		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 analysed.
	e		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 automatic landings, by aerodrome and aircraft registration, in the following categories:
		A	airborne equipment faults;
		B	ground facility difficulties;
		C	missed approaches because of ATC instructions; or
		D	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		Transitional periods
		1	Operators with no previous Category II or III experience
		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 operations on the aircraft type.
		ii	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.
		2	Operators with previous Category II or III experience.
		i	The operator with previous Category II or III experience may obtain authorisation for a reduced transition period by application to the Governor.

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		ii	The operator authorised for Category II or III operations using auto-coupled approach procedures, with or without auto-land, and subsequently introducing manually flown Category II or III operations using a HUDLS shall be considered to be a “New Category II/III operator” for the purposes of the demonstration period provisions.
	g		Maintenance of Category II, Category III and LVTO equipment. Maintenance instructions for the on-board guidance systems must be established by the operator, in liaison with the manufacturer, and included in the operator’s aircraft maintenance programme prescribed in OTAR Part 39.
	h		Eligible aerodromes and runways
		1	Each aircraft type/runway combination must be verified by the successful completion of at least one approach and landing in Category II or better conditions, prior to commencing Category III operations.
		2	For runways with irregular pre-threshold terrain or other foreseeable or known deficiencies, each aircraft type/runway combination must be verified by operations in standard Category I or better conditions, prior to commencing Lower than Standard Category I, Category II, or other than Standard Category II or Category III operations.
		3	If an operator has different variants of the same type of aircraft in accordance with subparagraph 4 below, utilising the same basic flight control and display systems, or different basic flight control and display systems on the same type of aircraft in accordance with subparagraph 4 below, the operator must show that the variants have satisfactory operational performance, but the operator need not conduct a full operational demonstration for each variant/runway combination.
		4	For the purpose of paragraph (h), an aircraft type or variant of an aircraft type is deemed to be the same type/variant of aircraft if that type/variant has the same or similar:
		i	level of technology, including the:
		A	FGS and associated displays and controls;
		B	the FMS and level of integration with the FGS;
		C	use of HUDLS.
		ii	Operational procedures, including:
		A	alert height;
		B	manual landing/automatic landing;
		C	no decision height operations;
		D	use of HUD/HUDLS in hybrid operations.
		iii	Handling characteristics, including:
		A	manual landing from automatic or HUDLS guided approach;
		B	manual go-around from automatic approach;
		C	automatic/manual roll out.
		5	Operators using the same aircraft type/class or variant of a type in accordance with subparagraph 4 above may take credit from each others’ experience and records in complying with this paragraph.
		6	Operators conducting Other than Standard Category II operations shall comply with this appendix..
Appendix 1 to SPA.015.LVO			
			Low visibility operations — Training and qualifications
	a		General: The operator must ensure that flight crew member training programmes for low visibility operations include structured courses of ground, flight simulator and/or flight training. The operator may abbreviate the course content as prescribed by subparagraphs 2 and 3 below provided the content of the abbreviated course is acceptable to the Governor.
		1	Flight crew members with no Category II or Category III experience must complete the full training programme prescribed in subparagraphs (b), (c) and (d) below.
		2	Flight crew members with Category II or Category III experience with a similar type of operation (autocoupled/ auto-land, HUDLS/hybrid HUDLS or EVS) or Category II with manual land if appropriate with another operator may undertake an:
		i	abbreviated ground training course if operating a different type/class from that on which the previous Category II or Category III experience was gained;
		ii	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 similar:
		A	level of technology — flight control/guidance system (FGS); and
		B	operational procedures;
		C	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.
		3	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:
		i	aircraft type/class is to include at least the requirements of subparagraphs (d)1, (d)2(i) or (d)2(ii) as appropriate and (d)3(i);
		ii	to a different variant of aircraft within the same type or class rating that has the same or similar:
		A	level of technology — flight control/guidance system (FGS); and
		B	operational procedures — integrity;
		C	handling characteristics (See paragraph 4 below);
		D	use of HUDLS/hybrid HUDLS;
		E	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;
		iii	to a different variant of aircraft within the same type or class rating that has a significantly different:
		A	level of technology — flight control/guidance system (FGS); and

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		B operational procedures — integrity;
		C handling characteristics (See paragraph 4 below);
		D use of HUDLS/hybrid HUDLS;
		E 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).
		4 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 operations, taking account at least the following:
		i the level of technology, including the:
		A FGS and associated displays and controls;
		B the Flight Management System and its integration or not with the FGS;
		C use of HUD/HUDLS with hybrid systems and/or EVS;
		ii operational procedures, including:
		A fail-passive/fail-operational, alert height;
		B manual landing/automatic landing;
		C no decision height operations;
		D use of HUD/HUDLS with hybrid systems;
		iii handling characteristics, including:
		A manual landing from automatic HUDLS and/or EVS guided approach;
		B 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:
		i the characteristics and limitations of the ILS and/or MLS;
		2 the characteristics of the visual aids;
		3 the characteristics of fog;
		4 the operational capabilities and limitations of the particular airborne system to include HUD symbology and EVS characteristics if appropriate;
		5 the effects of precipitation, ice accretion, low level wind shear and turbulence;
		6 the effect of specific aircraft/system malfunctions;
		7 the use and limitations of RVR assessment systems;
		8 the principles of obstacle clearance requirements;
		9 recognition of and action to be taken in the event of failure of ground equipment;
		10 the procedures and precautions to be followed with regard to surface movement during operations when the RVR is 400 m or less and any additional procedures required for take-off in conditions below 150 m (200 m for Category D aeroplanes);
		11 the significance of decision heights based upon radio altimeters and the effect of terrain profile in the approach area on radio altimeter readings and on the automatic approach/landing systems;
		12 the importance and significance of alert height if applicable and the action in the event of any failure above and below the alert height;
		13 the qualification requirements for pilots to obtain and retain approval to conduct low visibility take-offs and Category II or III operations; and
		14 the importance of correct seating and eye position.
	c	Flight simulator training and/or flight training
		1 The operator must ensure that flight simulator and/or flight training for low visibility operations includes:
		i checks of satisfactory functioning of equipment, both on the ground and in flight;
		ii effect on minima caused by changes in the status of ground installations;
		iii monitoring of:
		A automatic flight control systems and auto land status annunciators with emphasis on the action to be taken in the event of failures of such systems; and
		B HUD/HUDLS/EVS guidance status and annunciators as appropriate, to include head down displays;
		iv actions to be taken in the event of failures such as engines, electrical systems, hydraulics or flight control systems;
		v the effect of known unserviceabilities and use of minimum equipment lists;
		vi operating limitations resulting from airworthiness certification;
		vii guidance on the visual cues required at decision height together with information on maximum deviation allowed from glide path or localiser; and
		viii the importance and significance of alert height if applicable and the action in the event of any failure above and below the alert height.
		2 The operator must ensure that each flight crew member is trained to carry out his/her duties and instructed on the coordination required with other crew members. Maximum use should be made of flight simulators.
		3 Training must be divided into phases covering normal operation with no aircraft or equipment failures but including all weather conditions which may be encountered and detailed scenarios of aircraft and equipment failure which could affect Category II or III operations. If the aircraft system involves the use of hybrid or other special systems (such as HUD/HUDLS or enhanced vision equipment) then flight crew members must practise the use of these systems in normal and abnormal modes during the flight simulator phase of training.
		4 Incapacitation procedures appropriate to low visibility take-offs and Category II and III operations shall be practised.
		5 For aircraft with no flight simulator available to represent that specific aircraft operators must ensure that the flight training phase specific to the visual scenarios of Category II operations is conducted in a specifically approved flight simulator. Such training must include a minimum of four approaches. The training and procedures that are type specific shall be practised in the aircraft.
		6 Initial Category II and III training shall include at least the following exercises:
		i approach using the appropriate flight guidance, autopilots and control systems installed in the aircraft, to the appropriate decision height and to include transition to visual flight and landing;

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		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 decision height.
		7	Subsequent phases of training must include at least:
		i	approaches with engine failure at various stages on the approach;
		ii	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
		B	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; and
		v	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.
		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.
		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 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:
		1	Ground Training. The appropriate requirements prescribed in subparagraph (b) above, taking into account the flight crew member's Category II and Category III training and experience.
		2	Flight simulator training and/or flight training.
		i	A minimum of six (eight for HUDLS with or without EVS) approaches and/or landings in a flight simulator. The requirements for eight HUDLS approaches may be reduced to six when conducting hybrid HUDLS operations. See subparagraph 4.(i) below.
		ii	Where no Flight simulator is available to represent that specific aircraft, a minimum of three (five for HUDLS and/or EVS) approaches including at least one go-around is required on the aircraft. For hybrid HUDLS operations a minimum of three approaches are required, including at least one go-around.
		iii	Appropriate additional training if any special equipment is required such as head-up displays or enhanced vision equipment. When approach operations utilising EVS are conducted with an RVR of less than 800m, a minimum of five approaches, including at least one go-around are required on the aircraft.
		3	Flight crew qualification. The flight crew qualification requirements are specific to the operator and the type of aircraft operated.
		i	The operator must ensure that each flight crew member completes a check before conducting Category II or III operations.
		ii	The check prescribed in subparagraph (i) above may be replaced by successful completion of the flight simulator and/or flight training prescribed in subparagraph (d)2. above.
		4	Line flying under supervision. The operator must ensure that each flight crew member undergoes the following line flying under supervision (LIFUS):
		i	for Category II when a manual landing or a HUDLS approach to touchdown is required, a minimum of:
		A	three landings from autopilot disconnect;
		B	four landings with HUDLS used to touchdown;
			except that only one manual landing (two using HUDLS to touchdown) is required when the training required in subparagraph (d)2 above has been carried out in a flight simulator qualified for zero flight time conversion.
		ii	For Category III, a minimum of two auto lands except that:
		A	only 1 autoland is required when the training required in subparagraph (d)2. above has been carried out in a flight simulator qualified for zero flight time conversion;
		B	no autoland is required during LIFUS when the training required in subparagraph (d)2 above has been carried out in a flight simulator qualified for zero flight time (ZFT) conversion and the flight crew member successfully completed the ZFT type rating conversion course;

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		C	the flight crew member, trained and qualified in accordance with paragraph (B) above, is qualified to operate during the conduct of LIFUS to the lowest approved DA(H) and RVR as stipulated in the operations manual.
		iii	For Category III approaches using HUDLS to touchdown a minimum of four approaches.
	e		Type and command experience.
		1	Before commencing Category II operations, the following additional requirements are applicable to pilot in command, or pilots to whom conduct of the flight may be delegated, who are new to the aircraft type/class:
		i	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 RVR minima when the operation requires a Category II manual landing or use of HUDLS to touchdown until:
		A	a total of 100 hours or 40 sectors, including LIFUS has been achieved on the type; or
		B	a total of 50 hours or 20 sectors, including LIFUS has been achieved on the type where the flight crew member has been previously qualified for Category II manual landing operations with another operator;
		C	for HUDLS operations the sector requirements in paragraphs (e) 1. and (e) 2. (i) shall always be applicable, the hours on type/class does not fulfil the 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:
		i	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.
		3	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 150/200 m
		1	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:
		i	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 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.
		3	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 operations
		1	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 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.
		3	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 proficiency checks as the result of an autopilot failure at or below decision height when the last reported RVR was 300 m or less.
		4	The Governor may authorise recurrent training and checking for Category II and LVTO operations in an aircraft type where no flight simulator to represent that specific aircraft or an acceptable alternate is available.
			Note: Recency for LVTO and Category II/III based upon automatic approaches and/or auto-lands is maintained by the recurrent training and checking as prescribed in this paragraph.
	h		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.

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		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 least once every 18 months.
		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 least once every 12 months.
Appendix 1 to SPA.020.LVO			
			Low visibility operations — Operating procedures
	a		General. Low visibility operations include:
		1	manual take-off (with or without electronic guidance systems or HUDLS/hybrid HUD/HUDLS);
		2	auto-coupled approach to below DH, with manual flare, landing and roll-out;
		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
		1	The precise nature and scope of procedures and 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 decision making process.
		2	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;
		ii	effect on minima caused by changes in the status of the ground installations and airborne equipment;
		iii	procedures for the take-off, approach, flare, landing, roll-out and missed approach;
		iv	procedures to be followed in the event of failures, warnings to include HUD/HUDLS/EVS and other nonnormal situations;
		v	the minimum visual reference required;
		vi	the importance of correct seating and eye position;
		vii	action which may be necessary arising from a deterioration of the visual reference;
		viii	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;
		ix	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;
		x	the requirement for the Localiser Sensitive Area to be protected;
		xi	the use of information relating to wind velocity, wind shear, turbulence, runway contamination and use of multiple RVR assessments;
		xii	procedures to be used for:
		A	lower than Standard Category I;
		B	other than Standard Category II;
		C	approaches utilising EVS; and
		D	practice approaches and landing on runways at which the full Category II or Category III aerodrome procedures are not in force;
		xiii	operating limitations resulting from airworthiness certification; and
		xiv	information on the maximum deviation allowed from the ILS glide path and/or localiser.
Single-Engine Turbine Aeroplane Operations at Night and/or in Instrument Meteorological Conditions			
SPA.005. SET-IMC			Single-Engine Turbine Aeroplane Operations at Night or in Instrument Meteorological Conditions (SET-IMC)
	a		In commercial air transport (CAT) operations, single-engined turbine aeroplanes shall only be operated at night or in IMC if the operator has been approved by the Governor.
SPA.010. SET-IMC			To obtain such an approval, the operator shall:
	a		demonstrate that an acceptable level of turbine engine reliability is achieved in service by the world fleet for the particular engine-airframe combination;
	b		establish specific maintenance instructions and 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:

Part 91			Requirement
		1	establish an engine trend monitoring programme, except for aeroplanes first issued with an individual certificate of airworthiness after 31 December 2004 that have an automatic trend monitoring system;
		2	establish a propulsion and associated systems' reliability programme;
	c		establish a flight crew composition and a training/competency checking programme for the flight crew member(s) involved in these operations;
	d		establish operating procedures, specifying:
		1	the equipment to be carried, including its operating limitations and appropriate entries in the Minimum Equipment List (MEL);
		2	flight planning;
		3	normal procedures;
		4	contingency 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 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 flight, at night and/or in IMC, to the destination or alternate aerodrome;
	b		two attitude indicators, powered from independent sources;
	c		for passenger operations, a shoulder harness or a safety belt with a diagonal shoulder strap for each passenger seat;
	d		airborne weather-detecting equipment;
	e		in a pressurised aeroplane, sufficient supplemental 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;
	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
		1	necessary for all of the following:
		2	the essential flight, communications and area navigation systems during a descent from the maximum operating altitude, in glide configuration, after engine failure, to the completion of a landing;
		3	the means to provide for one attempt to restart the engine;
		4	if appropriate, the extension of landing gear and flaps;
		5	the use of the radio altimeter throughout the landing approach;
		6	the landing light specified in para h;
		7	one pitot heater;
			if installed, the electrical means to give sufficient protection against impairment of the pilot's vision for landing;
	j		an ignition system that activates automatically, or is capable of being operated manually, for take-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 drivetrain component, including a flight crew compartment caution indication;
	l		an emergency engine power control device that permits continuing operation of the engine through a sufficient power range to safely complete the flight in the event of any reasonably probable failure of the fuel control unit.
SPA.020. SET-IMC	a		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 information:
		1	the number of flights operated;
		2	the number of hours flown; and
		3	the number of occurrences sorted by type.
Appendix A - Requirements for Approval (Only applicable to OTAR Part 125)			
			[Not used]
Appendix B – Emergency Equipment (Only applicable to OTAR Parts 135 & 121)			
			[Not used]
Appendix C – Aerial work and specialised operations			
C.005			Applicability
			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			Permissions – General requirements
	a		Every applicant for and holder of a permission shall make available to the Governor if requested an operations manual containing such information and instructions as may be necessary to enable employees and persons engaged in the operation to perform their duties.
	b		The operations manual shall include standard operating procedures as described in 91.370.
	c		The permission holder shall make such amendments or additions to the operations manual as the Governor may require.
	d		The permission holder shall make the manual available to every employee or person who is engaged or may engage in aerial activities conducted by him.
	e		The permission holder shall ensure that each copy of the operations manual is kept up to date.

Part 91			Requirement
	f		The permission holder shall clearly define the duties and accountabilities of those persons responsible for managing the safe operation of aircraft.
	g		The permission holder shall ensure that all employees and persons engaged in the operation are trained and equipped as appropriate to the tasks to be performed.
	h		Notwithstanding 91.155:
		1	the permission holder shall be responsible for operational control; and
		2	operational control shall only be delegated to a flight operations officer/flight dispatcher or the pilot-in-command.
Appendix D – Rules of the Air			
			See Schedule 4 of the AN(OT)O 2013
Appendix E – Performance Classes [E1 and E2 unused] (Only Applicable to OTAR Parts 135 and 121)			
			[Not used]
Appendix F – Fatigue Management (Only applicable to OTAR Parts 135 & 121)			
			[Not used]