

**POLICY STATEMENT 37 | COMMERCIAL AIR TRANSPORT OPERATIONS IN SINGLE-ENGINE AEROPLANES**

**Effective Date of Implementation:** 13 November 2019

**Scope:** This Policy Statement covers Commercial Air Transport (CAT) operations by single-engine aeroplanes in the Overseas Territories (OTs).

**Related Documents:** Policy Statement No 2 - Compliance with ICAO Standards and Recommended Practices (SARPs).

**Rationale:**

ASSI policy (set out in Policy Statement No 2) is that ICAO Standards and safety related Recommended Practices are applied as a minimum in the OTs, as far as reasonably practicable.

ICAO Annex 6 Part I provides (Standard 5.1.2) that, for CAT operations, single-engine aeroplanes be operated over routes and in conditions of weather and light that permit a safe forced landing, except when conducted by single-engine turbine powered aeroplanes, in accordance with additional requirements for operations at night and/or in IMC. These additional requirements are laid down in ICAO Annex 6 Part I, Standard 5.4 (as expanded in Appendix 3 and Attachment I). In the application of this Standard, AN(OT)O Article 103 permits operations at night and/or in IMC, by both foreign and OT registered single-engine turbine aeroplanes, when or for operating under and in accordance with an approval from the Governor. Article 103 also permits single-engine aeroplanes, flown for the purpose of CAT, to be operated at night or in meteorological conditions less than visual meteorological conditions when flying under Special VFR in a control zone.

As regards routes, the performance requirements in AN(OT)O Article 101, supplemented by the Overseas Territories Aviation Requirements (OTARs) for OT-registered single-engine landplanes, require the approval of the Governor when they are to fly beyond gliding distance from a place on land where a safe forced landing could be made.

It is important to keep in mind that the regulation of foreign-registered aircraft and their operation are matters for the State of the Operator. Under Article 103, they will also need to operate under, and in accordance with, an approval from the Governor for Single-Engine Turbine Powered Aeroplanes at Night and/or in IMC (SET-IMC) operations.

**Policy Statement:**

1. Single engine CAT operations in the UK OTs are not allowed at night and/or in IMC, and/or in meteorological conditions below Visual Meteorological Conditions, unless under Special VFR (i.e. in a Control Zone), or a single-engine turbine powered aeroplane operating under and in accordance with a SET-IMC approval issued by the Governor.
2. Applications by OT operators for approval to operate over routes from which there may be difficulty in reaching a safe forced landing place on land will be considered on a case by case basis, against a safety risk assessment, to be provided by the operator.
3. Applications by OT operators for approval to conduct SET-IMC operations need to be approved under OTAR Parts 135/121 SubPart SPA, Section V, SET-IMC.

4. Applications for SET-IMC approvals by operators of foreign-registered aeroplanes, will be considered on a case by case basis and will require that the operator holds a Foreign Operator Permit, as well as having formal approval from the relevant aviation authority for SET-IMC operations.. Any approval issued shall apply only within the limit of the territorial sea/Control Zone, as appropriate, normally 3 miles or 12 miles (but less where it is a median line e.g. with the US Virgin Islands).