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S T A T U T O R Y I N S T R U M E N T S

2022 No. 84.

**CIVIL AVIATION (OPERATION OF AIRCRAFT - COMMERCIAL AIR
TRANSPORT AEROPLANES) REGULATIONS, 2022**

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STATUTORY INSTRUMENTS

2022 No. 84.

Civil Aviation (Operation of Aircraft - Commercial Air Transport Aeroplanes) Regulations, 2022

(Under section 61(2) of the Civil Aviation Authority Act, Cap. 354)

IN EXERCISE of powers conferred upon the Minister by section 61(2) of the Civil Aviation Authority Act, and on the recommendation of the Uganda Civil Aviation Authority, these Regulations are made this 27th day of June, 2022.

PART I—PRELIMINARY

1. Title

These Regulations may be cited as the Civil Aviation (Operation of Aircraft - Commercial Air Transport Aeroplanes) Regulations, 2022.

2. Application

These Regulations apply to the operation of all aeroplanes by operators authorised to conduct both international and domestic commercial air transport operations.

3. Interpretation

In these Regulations, unless the context otherwise requires—

“Accelerate-Stop Distance Available (ASDA)” means the length of the take-off run available plus the length of stop way, where provided;

“Act” means the Civil Aviation Authority Act, Cap. 354;

“acts of unlawful interference” means acts or attempted acts aimed at jeopardising the safety of civil aviation and air transport, including—

- (a) unlawful seizure of an aircraft in flight or on the ground;
- (b) destroying an aircraft in service or causing damage to the aircraft which renders it incapable of flight or which is likely to endanger its safety in flight;
- (c) hostage-taking on board an aircraft or on aerodromes;
- (d) forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility;
- (e) introduction on board an aircraft or at an airport of a weapon or
- (f) hazardous device or material intended for criminal purposes; and
- (g) communication of false information as to jeopardise the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility;

“aerial work” means an aircraft operation in which an aircraft is used for specialised services including, but not limited to agriculture, construction, photography, surveying, observation, patrol, aerial advertisement, search and rescue;

“aerodrome” means a defined area on land or water, including any buildings, installations and equipment intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;

“aerodrome operating minima” means the limits of usability of an aerodrome for—

- (a) take-off, expressed in terms of runway visual range or visibility and where necessary, cloud conditions;

- (b) landing in 2D instrument approach operations, expressed in terms of visibility or runway visual range, minimum descent altitude or MDA or minimum descent height or MDH and, where necessary, cloud conditions; and
- (c) landing in 3D instrument approach operations, expressed in terms of visibility or runway visual range and decision altitude or DA or decision height or DH as appropriate to the type or category of the operation;

“aeroplane” means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;

“aircraft” means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface;

“aircraft operating manual” means a manual, acceptable to the authority, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft;

“aircraft tracking” means a process, established by the operator that maintains and updates, at standardised intervals, a ground-based record of the four-dimensional position of individual aircraft in flight;

“Air Operator Certificate (AOC)” means a certificate authorising an operator to carry out specified commercial air transport operations;

“Air Traffic Service (ATS)” generic term meaning variously, flight information service, alerting service, air traffic

advisory service, air traffic control service or area control service, approach control service or aerodrome control service;

“airworthy” means the status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation;

“alternate aerodrome” means an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use and alternate aerodromes include the following—

- (a) take-off alternate which is an alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure;
- (b) en-route alternate which is an alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route; and
- (c) destination alternate which is an alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing.

“Altimetry System Error (ASE)” means the difference between the altitude indicated by the altimeter display, assuming a correct altimeter barometric setting, and the pressure altitude corresponding to the undisturbed ambient pressure;

“appropriate airworthiness requirements” means the comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting

State for the class of aircraft, engine or propeller under consideration;

“Area Navigation (RNA)” means a method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these;

“authority” means Uganda Civil Aviation Authority established under section 3 of the Act;

“Automatic Deployable Flight Recorder (ADFR)” means a combination flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft;

“cabin crew member” means a crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the PIC of the aircraft, but who shall not act as a flight crew member;

“Combined Vision System (CVS)” means a system to display images from a combination of an enhanced vision system or EVS and a synthetic vision system or SVS;

“commercial air transport operation” means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire;

“Commercial Material (COMAT)” means an operators material carried on an operator’s aircraft for the operator’s own purposes;

“Configuration Deviation List (CDL)” means a list established by the organisation responsible for the type design with the approval of the State of Design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction;

“contaminated runway” means a condition where a significant portion of the runway surface area, whether in isolated areas or not, within the length and width being used, is covered by one or more of the substances listed in the runway surface condition descriptors;

“continuing airworthiness” means the set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life;

“continuing airworthiness records” means records which are related to the continuing airworthiness status of an aircraft, engine, propeller or associated part;

“Continuous Descent Final Approach (CDFA)” means a technique, consistent with stabilised approach procedures, for flying the final approach segment or FAS of an instrument a non-precision approach or NPA procedure as a continuous descent, without level-off, from an altitude or height at or above the final approach fix altitude or height to a point approximately 15 m or 50 ft above the landing runway threshold or the point where the flare maneuver begins for the type of aircraft flown, for the FAS of an NPA procedure followed by a circling approach, the CDFA technique applies until circling approach minima (circling OCA or H) or visual flight manoeuvre altitude or height are reached;

“crew member” means a person assigned by an operator to duty on an aircraft during a flight duty period;

“cruise relief pilot” means a flight crew member who is assigned to perform pilot tasks during cruise flight, to allow the PIC or a co-pilot to obtain planned rest;

“cruising level” means a level maintained during a significant portion of a flight;

- “currency point” has the value assigned to it in Schedule 1 to these Regulations;
- “dangerous goods” means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the technical instructions or which are classified according to those instructions;
- “Decision Altitude (DA) or Decision Height (DH)” means a specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated where the required visual reference to continue the approach has not been established;
- “dry runway” means a runway surface free of visible moisture and not contaminated within the area intended to be used;
- “duty” means any task that flight or cabin crew members are required by the operator to perform, including, for example, flight duty, administrative work, training, positioning and standby when it is likely to induce fatigue;
- “duty period” means a period which starts when a flight or cabin crew member is required by an operator to report for or to commence a duty and ends when that person is free from all duties;
- “EDTO critical fuel” means the fuel quantity necessary to fly to an en-route alternate aerodrome considering, at the most critical point on the route, the most limiting system failure;
- “EDTO significant system” means an aeroplane system whose failure or degradation could adversely affect the safety particular to an EDTO flight, or whose continued functioning is specifically important to the safe flight and landing of an aeroplane during an EDTO diversion;

“Electronic Flight Bag (EFB)” means an electronic information system comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties;

“Emergency Locator Transmitter (ELT)” means a generic term describing equipment which broadcasts distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated. An ELT may be any of the following—

- (a) automatic fixed ELT or ELT-AF which means an automatically activated ELT which is permanently attached to an aircraft;
- (b) automatic portable ELT or ELT-AP which means an automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft;
- (c) automatic deployable ELT or ELT-AD which means an ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors where the manual deployment is provided; and
- (d) survival ELT or ELT-S which means an ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors;

“engine” means a unit used or intended to be used for aircraft propulsion and consists of at least those components and equipment necessary for functioning and control, but excludes the propeller or rotors where applicable;

- “Enhanced Vision System (EVS)” means a system to display electronic real-time images of the external scene achieved through the use of image sensors;
- “Extended Diversion Time Operations (EDTO)” means any operation by an aeroplane with two or more turbine engines where the diversion time to an en-route alternate aerodrome is greater than the threshold time established by the State of the operator;
- “fatigue” means a physiological state of reduced mental or physical performance capability resulting from sleep loss, extended wakefulness, circadian phase, or workload, mental or physical activity that can impair a person’s alertness and ability to perform safety-related operational duties;
- “Fatigue Risk Management System (FRMS)” means data-driven means of continuously monitoring and managing fatigue-related safety risks, based upon scientific principles and knowledge as well as operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness;
- “Final Approach Segment (FAS)” means that segment of an instrument approach procedure in which alignment and descent for landing are accomplished;
- “flight crew member” means a licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period;
- “flight data analysis” means a process of analysing recorded flight data in order to improve the safety of flight operations;
- “flight duty period” means a period which commences when a flight or cabin crew member is required to report for

duty that includes a flight or a series of flights and which finishes when the aeroplane finally comes to rest and the engines are shut down at the end of the last flight on which he or she is a crew member;

“flight manual” means a manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft;

“flight operations officer or flight dispatcher” means a person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not, suitably qualified in accordance with the Civil Aviation (Personnel Licensing) Regulations, 2022 who supports, briefs or assists the PIC in the safe conduct of the flight;

“flight plan” means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;

“flight recorder” means any type of recorder installed in the aircraft for the purpose of complementing accident and incident investigation;

“flight safety documents system” means a set of interrelated documentation established by the operator, compiling and organising information necessary for flight and ground operations, and comprising, as a minimum, the operations manual and the operator’s maintenance control manual;

“flight simulation training device” means any one of the following three types of apparatus in which flight conditions are simulated on the ground—

(a) “a flight simulator, which provides an accurate

representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;

- (b) a flight procedures trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;
- (c) a basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions;

“flight time - aeroplanes” means the total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;

“general aviation operation” means an aircraft operation other than a commercial air transport operation or an aerial work operation;

“ground handling” means services necessary for an aircraft’s arrival at, and departure from, an airport, other than air traffic services;

“Head-Up Display (HUD)” means a display system that presents flight information into the pilot’s forward external field of view;

“human factors principles” means principles which apply to

aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance;

“human performance” means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations;

“instrument approach operations” means an approach and landing using instruments for navigation guidance based on an instrument approach procedure, and there are two methods for executing instrument approach operations—

- (a) a two-dimensional or 2D instrument approach operation, using lateral navigation guidance only; and
- (b) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance;

“Instrument Approach Procedure (IAP)” means a series of predetermined maneuvers by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, where a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply and the instrument approach procedures are classified as follows—

- (a) Non-Precision Approach (NPA) procedure that is an instrument approach procedure designed for 2D instrument approach operations Type A;
- (b) approach procedure with vertical guidance or APV that is a performance-based navigation or PBN

instrument approach procedure designed for 3D instrument approach operations Type A; and

- (c) Precision Approach (PA) procedure that is an instrument approach procedure based on navigation systems - ILS, MLS, GLS and SBAS CAT I designed for 3D instrument approach operations Type A or B.

“Instrument Meteorological Conditions (IMC)” means meteorological conditions expressed in terms of visibility, distance from cloud and ceiling as defined in the civil Aviation (Rules of the Air) Regulations, 2022, less than the minima specified for visual meteorological conditions;

“isolated aerodrome” means a destination aerodrome for which there is no destination alternate aerodrome suitable for a given aeroplane type;

“Landing Distance Available (LDA)” means the length of runway which is declared available and suitable for the ground run of an aeroplane landing;

“large aeroplane” means an aeroplane of a maximum certificated take-off mass of over 5,700 kilograms;

“Low-Visibility Operations (LVO)” means approach operations in RVRs less than 550 m or with a DH less than 60 m or 200 ft or take-off operations in RVRs less than 400 m;

“maintenance” means the performance of tasks on an aircraft, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft, engine, propeller or associated part including any one or a combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair;

“maintenance organisation’s procedures manual” means a

document endorsed by the head of the maintenance organisation which details the maintenance organisation's structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems;

“maintenance programme” means a document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies;

“maintenance release” means a document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner in accordance with appropriate airworthiness requirements;

“Master Minimum Equipment List (MMEL)” means a list established for a particular aircraft type by the organisation responsible for the type design with the approval of the State of design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight, where the MMEL may be associated with special operating conditions, limitations or procedures;

“maximum diversion time” means maximum allowable range, expressed in time from a point on a route to an en-route alternate aerodrome;

“maximum mass” means maximum certificated take-off mass;

“Minimum Descent Altitude (MDA) or Minimum Descent Height (MDH)” means a specified altitude or height in a 2D instrument approach operation or circling approach operation below which descent must not be made without the required visual reference;

“Minimum Equipment List (MEL)” means a list which provides

for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for the aircraft type;

“modification” means a change to the type design of an aircraft, engine or propeller;

“munitions of war” means weapons, ammunition, articles, materials or devices as are intended or adapted for use in warfare;

“navigation specification” means a set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace and there are two kinds of navigation specifications—

(a) “Required Navigation Performance (RNP) specification” means navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, e.g. RNP 4, RNP APCH; and

(b) “Area Navigation (RNAV) specification” means a navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1;

“night” means the hours between the end of evening civil twilight and the beginning of morning civil twilight or the time between fifteen minutes after sunset and fifteen minutes before sunrise, sunrise and sunset being determined at surface level, and includes any time between sunset and sunrise when an unlighted aircraft or other unlighted prominent object cannot clearly be seen at a distance of

4,572 metres;

“Obstacle Clearance Altitude (OCA) or Obstacle Clearance Height (OCH)” means the lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria;

“operational control” means the exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight;

“operational flight plan” means the operator’s plan for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned;

“operations manual” means a manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties;

“operations specifications” means the authorisations, including specific approvals, conditions and limitations associated with the air operator certificate and subject to the conditions in the operations manual;

“operator” means the person, organisation or enterprise engaged in or offering to engage in an aircraft operation;

“operator’s maintenance control manual” means a document which describes the operator’s procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator’s aircraft on time and in a controlled and satisfactory manner;

“Performance-Based Communication (PBC)” means

communication based on performance specifications applied to the provision of air traffic services;

“Performance-Based Navigation (PBN)” means area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace;

“Performance-Based Surveillance (PBS)” means surveillance based on performance specifications applied to the provision of air traffic services;

“Pilot-In-Command (PIC)” means the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight;

“point of no return” means the last possible geographic point at which an aircraft can proceed to the destination aerodrome as well as to an available en-route alternate aerodrome for a given flight;

“pressure-altitude” means an atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere;

“psychoactive substances” means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, excluding coffee and tobacco;

“repair” means the restoration of an aircraft, engine, propeller or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements, after it has been damaged or subjected to wear;

“Required Communication Performance (RCP) specification”

means a set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based communication;

“Required Surveillance Performance (RSP) specification” means a set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based surveillance;

“rest period” means a continuous and defined period of time, subsequent to or prior to duty, during which flight or cabin crew members are free of all duties;

“Runway Visual Range (RVR)” means the range over which the pilot of an aircraft on the center line of a runway can see the runway surface markings or the lights delineating the runway or identifying its center line;

“safe forced landing” means unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface;

“Safety Management System (SMS)” means a systematic approach to managing safety, including the necessary organisational structures, accountability, responsibilities, policies and procedures;

“small aeroplane” means an aeroplane of a maximum certificated take-off mass of 5,700 kilograms or less;

“specific approval”. means an approval which is documented in the operations specifications for commercial air transport operations or in the list of specific approvals for non-commercial operations;

“State of registry” means the State on whose register the aircraft

is entered;

“State of the aerodrome” means the State in whose territory the aerodrome is located;

“State of the operator” means the State in which the operator’s principal place of business is located or, where there is no such place of business, the operator’s permanent residence;

“Synthetic Vision System (SVS)” means a system to display data-derived synthetic images of the external scene from the perspective of the flight deck;

“Target Level of Safety (TLS)” means a generic term representing the level of risk which is considered acceptable in particular circumstances;

“threshold time” means the range, expressed in time, established by the authority, to an en-route alternate aerodrome, whereby any time beyond requires a specific approval for EDTO from the authority;

“Total Vertical Error (TVE)” means the vertical geometric difference between the actual pressure altitude flown by an aircraft and its assigned pressure altitude or flight level;

“Visual Meteorological Conditions (VMC)” means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima;

“wet runway” means the runway surface is covered by any visible dampness or water up to and including 3 mm deep within the intended area of use;

“6.9 V_{so}” means the number of feet per minute obtained by

multiplying the aircraft's minimum steady flight speed by 6.9.

PART II—GENERAL REQUIREMENTS

4. Compliance with laws, regulations and procedures

(1) An operator shall ensure that his or her employees or authorised persons when operating outside the jurisdiction of Uganda comply with the laws, regulations and procedures of the State in which operations are conducted.

(2) An operator shall ensure that all flight crew on assigned duty are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating.

(3) An operator or a designated representative shall have responsibility for operational control.

(4) An operator shall delegate the responsibility for operational control to—

(a) the PIC; and

(b) to a flight operations officer or a flight dispatcher where the operator's approved method of control and supervision of flight operations requires the use of a flight operations officer or flight dispatcher.

(5) A flight operations officer or flight dispatcher shall, when an emergency situation which endangers the safety of the aeroplane or persons occurs, notify the appropriate authority of the nature of the situation without delay, and requests for assistance where required.

(6) A PIC shall, notify the appropriate local authority without

delay, when an emergency situation which endangers the safety of the aeroplane or persons necessitates the taking of action which involves a violation of local regulations or procedures.

(7) When required by the State in which the incident occurs, the PIC shall submit a report on any such violation to the appropriate authority of the State, in that event, the PIC shall submit a copy of it to the authority, and the reports shall be submitted within ten days.

(8) An operator shall ensure that a PIC has available on board the aeroplane all the essential information concerning the search and rescue services in the area over which the aeroplane shall be flown.

(9) An operator shall ensure that flight crew members demonstrate the ability to speak and understand the English language used for radiotelephony communications as specified in the Civil Aviation (Personnel Licensing) Regulations, 2022.

(10) A person engaged in the operations of an aircraft under these Regulations shall comply with these Regulations and the Civil Aviation (Rules of the Air) Regulations, 2020.

(11) An operator shall ensure that an aeroplane—

(a) has equipment and instruments; and

(b) has communication, navigation and surveillance equipment as provided for in the Civil Aviation (Aircraft Instruments and Equipment) Regulations, 2022.

5. Compliance by a foreign operator with laws, regulations and procedures of an authority

(1) Where the authority identifies a case of non-compliance or suspected non-compliance by a foreign operator with laws, regulations and procedures applicable within Uganda, or a similar serious safety issue with that operator, the authority shall immediately notify the operator and, where the issue warrants it, the State of operator.

(2) Where the authority and the State of Registry are different, the notification under subregulation (1), shall be made to the State of Registry where the issue falls within the responsibilities of that State and warrants a notification.

(3) Where a notification is made under subregulations (1) and (2), the State in which the operation is conducted shall engage in consultations with the authority and the State of Registry, as applicable, concerning the safety standards maintained by the operator.

6. Safety management

(1) An operator of an aeroplane of a certificated take-off mass in excess of 20,000 kilograms shall establish and maintain a flight data analysis programme as part of the safety management system.

(2) An operator of an aeroplane of a maximum certificated take-off mass in excess of 27,000 kilograms shall establish and maintain a flight data analysis programme as part of its safety management system.

(3) The operator shall retain overall responsibility for the maintenance of the programme where an operator contracts the operation of a flight data analysis programme to another party.

(4) The flight data analysis programme established under subregulation (1) shall be non-punitive and shall contain adequate safeguards to protect the source of the data in accordance with the Civil Aviation (Safety Management Systems) Regulations, 2022.

(5) A person shall not use recordings or transcripts of CVR, CARS, Class A AIR and Class A AIRS for purposes other than the investigation of an accident or incident in accordance with the Civil Aviation (Aircraft Accident and Incident Investigations) Regulations, 2022, except where the recordings or transcripts are—

- (a) related to a safety-related event identified in the context of a safety management system, are restricted to the relevant

portions of a de-identified transcript of the recording, and are subject to the protection accorded by the Civil Aviation (Safety Management Systems) Regulations, 2022;

- (b) sought for use in criminal proceedings not related to an event involving an accident or incident investigation and are subject to the protection accorded by the Civil Aviation (Safety Management Systems) Regulations, 2022; or
- (c) used for inspections of flight recorder systems as provided in the Civil Aviation (Aircraft Instruments and Equipment) Regulations, 2022.

(6) A person shall not use recordings or transcripts of FDR, ADRS as well as Class B and Class C AIR and AIRS for purposes other than an investigation of an accident or incident in accordance with the Civil Aviation (Aircraft Accident and Incident Investigations) Regulations, 2022, except where the recordings or transcripts are subject to the protection prescribed by Civil Aviation (Safety Management) Regulations, 2022 and are—

- (a) used by the operator for airworthiness or maintenance purposes;
- (b) used by the operator in the operation of a flight data analysis Programme required in these Regulations;
- (c) sought for use in proceedings not related to an event involving an accident or incident investigation;
- (d) de-identified; or
- (e) disclosed under secure procedures.

(7) An operator shall establish a flight safety document system, for the use and guidance of operational personnel as part of its safety management system.

7. Use of psychoactive substances

(1) A member of a flight crew shall not perform any function specified in the privileges applicable to his or her license, where the member of the flight crew is under the influence of any psychoactive substance which may render him or her unable to perform the functions in a safe and proper manner.

(2) A person whose function is critical to the safety of aviation including safety-sensitive personnel shall not undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired.

(3) A person referred to in subregulations (1) and (2) shall not engage in any kind of problematic use of substances as specified in the Civil Aviation (Personnel Licensing) Regulations, 2022 and the Civil Aviation (Rules of the Air) Regulations, 2020.

8. Aircraft tracking

(1) An operator shall establish an aircraft tracking capability to track aeroplanes throughout the operator's area of operations.

(2) An operator shall track the position of an aeroplane through automated reporting at least every fifteen minutes for the portion or portions of the in-flight operations under the following conditions—

- (a) the aeroplane has a maximum certificated take-off mass of over 27,000 kilograms and a seating capacity greater than 19; and
- (b) where an ATS unit obtains aeroplane position information at greater than fifteen minutes intervals.

(3) An operator shall track the position of an aeroplane through automated reporting at least every fifteen minutes for the portion or portions of the in-flight operation that is planned in an oceanic area or areas under the following conditions—

- (a) where the aeroplane has a maximum certificated take-off mass of over 45,500 kilograms and a seating capacity greater than 19; and

- (b) where an ATS unit obtains aeroplane position information at greater than fifteen minutes intervals.

(4) Notwithstanding subregulations (2) and (3), the authority may, based on the results of an approved risk assessment process implemented by an operator, allow for variations to automated reporting intervals.

(5) The risk assessment process referred to under subregulation (4) shall, demonstrate how risks to the operation resulting from such variations can be managed, and shall include the following—

- (a) capability of the operator’s operational control systems and processes, including those for contacting ATS units;
- (b) overall capability of the aeroplane and its systems;
- (c) available means to determine the position of, and communicate with, the aeroplane;
- (d) frequency and duration of gaps in automated reporting;
- (e) human factors consequences resulting from changes to flight crew procedures; and
- (f) specific mitigation measures and contingency procedures.

(6) An operator shall establish procedures, approved by the authority, for the retention of aircraft tracking data, to assist search and rescue in determining the last known position of an aircraft.

9. Registration markings

A person shall not, operate an aircraft registered in Uganda or a foreign-registered aircraft, in Uganda airspace unless that aircraft displays the proper markings prescribed in accordance with the Civil Aviation (Aircraft Nationality and Registration Marking) Regulations, 2022.

10. Airworthiness and safety precautions

An operator shall develop procedures to ensure that a flight is not commenced unless—

- (a) the aeroplane is airworthy, duly registered and that the appropriate certificates are aboard the aeroplane;
- (b) the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions;
- (c) the necessary maintenance has been performed in accordance with these Regulations and the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022;
- (d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;
- (e) any load carried is properly distributed and safely secured; and
- (f) the aeroplane operating limitations contained in the flight manual or its equivalent, shall not be exceeded.

11. Certificate of airworthiness

A person shall not operate an aircraft without a certificate of airworthiness except as provided in the limitations issued with that certificate in accordance with the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022.

12. Inoperative instruments and equipment

- (1) A person shall not—
 - (a) commence an aircraft flight with inoperative instruments or equipment installed, except as authorised by the Authority;

- (b) operate a multi-engine aircraft in commercial air transport with inoperative instruments and equipment installed unless—
 - (i) an approved MEL exists for that aircraft;
 - (ii) the authority has issued operations specifications authorising operations in accordance with an approved MEL;
 - (iii) the flight crew has direct access at all times prior to a flight to all of the information contained in the approved MEL through printed or other means approved by the authority in the operations specifications which constitutes an approved change to the type design without requiring de-certification;
 - (iv) the approved MEL is prepared in accordance with the limitations specified in the MMEL and provides for the operation of the aircraft with certain instruments and equipment in an inoperative condition;
 - (v) records identifying the inoperative instruments and equipment and the information required under paragraph (c) are available to the pilot; and
 - (vi) the aircraft is operated under the conditions and limitations contained in the Minimum Equipment List and the operations specifications authorising use of the MEL.

(2) Flight operations with inoperative instruments and equipment installed may be allowed in situations where no master MEL is available and no minimum equipment list is required for the specific aircraft operation subject to subregulation (3).

(3) The inoperative instruments and equipment referred to in subregulation (2) shall not be—

- (a) part of the visual flight rules day instruments and equipment prescribed in the Civil Aviation (Aircraft Instruments and Equipment) Regulations, 2022;
- (b) required on the equipment list of an aircraft or the operations equipment list for the kind of flight operation being conducted;
- (c) required by the Civil Aviation (Aircraft Instruments and Equipment) Regulations, 2022 for the specific kind of flight operation being conducted; or
- (d) required to be operational by an airworthiness directive.

(4) The authority may authorise a person to operate an aircraft with inoperative instruments and equipment where such instruments and equipment are—

- (a) determined by the PIC not to be a hazard to safe operation;
- (b) deactivated and placarded “inoperative”; and
- (c) removed from the aircraft, the cockpit control placarded and the maintenance recorded in accordance with the Civil Aviation (Airworthiness of aircraft) Regulations, 2022.

(5) Where deactivation of the inoperative instrument or equipment involves maintenance, it shall be accomplished and recorded in accordance with the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022.

(6) The following instruments and equipment shall not be included in the MEL—

- (a) instruments and equipment that are either specifically or otherwise required by the certification airworthiness requirements and which are essential for safe operations under all operating conditions;
- (b) instruments and equipment required for operable

condition by an airworthiness directive, unless the airworthiness directive provides otherwise; or

- (c) instruments and equipment required for specific operations.

13. Aircraft Flight Manual (AFM), marking and placard requirements

(1) A person shall not operate an aircraft registered in Uganda unless there is available in the aircraft—

- (a) a current, approved aeroplane flight manual or AFM;
- (b) an operations manual approved by the authority for the AOC; and
- (c) the general operations manual describing the content and use of the operational flight plan.

(2) A person operating an aircraft under these Regulations shall display in the aircraft all placards, listings, instrument markings or their combination containing those operating limitations prescribed by the State of Registry of the aircraft for visual presentation.

(3) Each AFM shall be updated by implementing changes made mandatory by the State of registry.

14. Required aircraft and equipment inspection

(1) A person shall not operate an aircraft registered in Uganda unless he or she is authorised by the authority.

(2) The aircraft referred to under subregulation (1), shall for the purposes of these Regulations have—

- (a) an inspection in accordance with an approved Aircraft Maintenance Programme (AMP);
- (b) an altimeter and pitot-static system inspection in the past twelve months;

- (c) an inspection for transponder equipped aircraft, a transponder check within the past twelve months; and
- (d) an inspection for emergency locator transmitter-equipped aircraft, an emergency locator transmitter check within the past twelve months.

15. Electronic Flight Bag

- (1) An EFB on board an aircraft shall—
 - (a) have the EFB approved by the authority in accordance with the Civil Aviation (Aircraft Instruments and Equipment) Regulations, 2022;
 - (b) not affect the performance of the aircraft systems, equipment or the ability to operate;
 - (c) assess the safety risks associated with each function;
 - (d) establish and document the procedures for use of and training requirements for the device and each function; and
 - (e) in the event of any failure, readily avail sufficient information to the flight crew for the flight to be conducted safely.
- (2) In approving the use of an EFB, the authority shall ensure that—
 - (a) the EFB equipment and its associated installation hardware, including interaction with aircraft systems, where applicable, meet the appropriate airworthiness certification requirements;
 - (b) the operator has assessed the safety risks associated with the operations supported by the EFB functions;
 - (c) the operator has established requirements for redundancy of the information, where appropriate, contained in and displayed by the EFB functions; and

- (d) the operator has established and documented procedures for the management of the EFB functions including any database it may use and its training requirements.

(3) The operator shall ensure that portable EFBs do not affect the performance of aeroplane systems, equipment or the ability to operate the aeroplane where portable EFBs are used on board an aeroplane,

16. Documents to be carried on aircraft

(1) A person shall not fly an aircraft unless the aircraft carries documents which are required to be carried on board under the law of the State of Registry.

(2) An aircraft registered in Uganda shall, when in flight, have on board the documents specified in these Regulations and the Civil Aviation (Aircraft Instruments and Equipment) Regulations, 2022, except that where the flight is intended to begin and end at the same aerodrome and does not include passage over the territory of any other State other than Uganda, the documents may be kept at the aerodrome instead of being carried aboard the aircraft.

(3) The documents to be carried in an aircraft under subregulation (2)—

- (a) on a flight for the purpose of commercial air transport include—
 - (i) the licence in force in respect of the aircraft radio station installed in the aircraft;
 - (ii) the certificate of airworthiness in force in respect of the aircraft;
 - (iii) the licences and certificates of members of the flight crew of the aircraft;

- (iv) one copy of mass and balance documentation, if any, required with respect to the flight;
- (v) one copy of the certificate of release to service, if any, in force with respect to the aircraft;
- (vi) the technical logbook required by these Regulations;
- (vii) the operations manual required by these Regulations to be carried on the flight;
- (viii) the aircraft certificate of registration;
- (ix) the aircraft journey logbook;
- (x) a list of passenger names and points of embarkation and disembarkation;
- (xi) the cargo manifest including special loads information if applicable;
- (xii) a certified true copy of the AOC and operations specifications relevant to the aircraft type, issued in conjunction with the certificate;
- (xiii) a noise certificate, where applicable;
- (xiv) an aeroplane flight manual;
- (xv) a Minimum Equipment List;
- (xvi) category II or III Manual, as applicable;
- (xvii) an operational flight plan;
- (xviii) filed notice to airmen or NOTAMS briefing documentation;
- (xix) meteorological information;
- (xx) maps and charts required for the flight and possible diversions;

- (xxi) forms for complying with the reporting requirements of the authority and the AOC holder list of special situation passengers;
 - (xxii) a list of special situation passengers;
 - (xxiii) a filed ATC flight plan;
 - (xxiv) search and rescue information; and
 - (xxv) any other document which may be required by the authority or States concerned with the flight;
- (b) on a flight which includes passage over a territory of any country other than Uganda, for the purpose of commercial air transport and aerial work—
- (i) all documents required under paragraph (a);
 - (ii) a copy of notified procedure to be followed by the PIC of an intercepted aircraft and the notified visual signals for use by intercepting and intercepted aircraft; and
 - (iii) general declaration;
- (c) on a flight for the purpose of aerial work—
- (i) the licence in force in respect of the aircraft radio station installed in the aircraft;
 - (ii) the certificate of airworthiness in force in respect of the aircraft;
 - (iii) the licences and certificates of members of the flight crew of the aircraft;
 - (iv) the technical logbook required by these Regulations;
 - (v) one copy of the certificate of release to service, if any, in force with respect to the aircraft;

- (vi) an aircraft certificate of registration; and
- (vii) any other document required by the authority; and
- (d) on a flight which includes passage over a territory of any country other than Uganda for the purpose of aerial work—
 - (i) all documents required under paragraph (c); and
 - (ii) a copy of the notified procedure to be followed by PIC of an intercepted aircraft and the notified visual signals for use by intercepting and intercepted aircraft.

(4) Where the certificate and the associated operations specifications are issued by the State of the operator in a language other than English, an English translation shall be included.

17. Production of documents

(1) A PIC shall, after being requested to do so by an authorised person, produce for examination by that person—

- (a) the certificates of registration in force in respect of the aircraft;
- (b) the certificate of airworthiness in force in respect of the aircraft;
- (c) the licences and certificates of crew members, as applicable; and
- (d) the documents as required under regulation 16 to be on board the aircraft when in flight.

(2) An operator of aircraft registered in Uganda shall, upon request by an authorised person, produce to the authorised person any of the following documents or records which are required under these Regulations to be in force or to be carried, preserved or made available—

- (a) the licence in force in respect of the aircraft radio station installed in the aircraft;
- (b) the certificate of registration in force with respect to the aircraft;
- (c) the certificate of airworthiness in force in respect of the aircraft;
- (d) the aircraft logbook, engine logbooks and variable pitch propeller logbooks required under these Regulations to be kept;
- (e) the mass and balance documentation, if any, required to be preserved under these Regulations;
- (f) any records of flight time, duty periods and rest periods required to be preserved by these Regulations, and such other documents and information in the possession or control of the operator, as the authorised person may require for the purpose of determining whether those records are complete and accurate;
- (g) any operations manuals or other data required to be made available under these Regulations; and
- (h) the record made by any flight recorder installed under the Civil Aviation (Aircraft Instruments and Equipment) Regulations, 2022.

(3) A holder of a licence, certificate, approval or authorisation granted or rendered valid under the Civil Aviation (Personnel Licensing) Regulations, 2022 shall, upon request by an authorised person, produce to the authorised person, his or her licence, certificate, approval or authorisation including any validation.

(4) A person required by the Civil Aviation (Personnel Licensing) Regulations, 2022, to keep a personal flying log-book shall—

- (a) keep the records for a period of not less than 2 years after the date of the last entry; and
- (b) produce it to an authorised person immediately, and in any case not later than fourteen days after being requested to do so.

18. Preservation of documents

(1) Subject to subregulation (2), a person required by these Regulations to preserve any documents or records by reason of being the operator of an aircraft shall—

- (a) where he or she ceases to be the operator of the aircraft, continue to preserve the documents or records as if he or she had not ceased to be the operator; and
- (b) in the event of his or her death the duty to preserve the documents or records shall fall upon his or her personal representative.

(2) Where—

- (a) a person other than the first mentioned operator or his or her personal representative becomes the operator of the aircraft, the first mentioned operator or his or her personal representative shall, upon demand by that person, submit—
 - (i) the certificate of release to service;
 - (ii) the logbooks and the mass and balance schedule; and
 - (iii) any record made by a flight recorder and preserved in accordance with these Regulations which are in force or required to be preserved in respect of that aircraft;
- (b) an engine or variable pitch propeller is removed from the aircraft and installed in another aircraft operated by a person other than the first mentioned operator or his or

her personal representative, the first mentioned operator or his or her personal representative shall upon demand by that person submit the logbook relating to that engine or propeller; and

- (c) a person in respect of whom a record has been kept by the first mentioned operator in accordance with these Regulations becomes a flight crew member of an aircraft registered in Uganda engaged in commercial air transport operations in Uganda and operated by a person other than the first-mentioned operator or his or her personal representative, the first mentioned operator or his or her representative shall upon demand by that person submit those records.

(3) A person other than the first mentioned operator or his or her personal representative who becomes the operator of the aircraft has the responsibility to deal with the documents or records submitted to him or her under subregulation (2), as if he or she is the first mentioned operator.

19. Insurance

(1) A person shall not fly, or cause any other person to fly an aircraft unless there is in force an insurance policy in respect of third party risks.

(2) The insurance policy for commercial air transport aircraft referred to under subregulation (1), shall cover insurance in respect of passengers' liability, cargo, baggage and mail risks.

(3) The insurance cover in respect of any aircraft insured in accordance with subregulation (2), shall be notified to the authority.

20. Stowaways

A person shall not hide himself or herself in an aircraft for the purpose of being carried in the aircraft without the consent of the operator or the PIC or of any other person entitled to give consent to his or her being carried in the aircraft.

21. Coordination of activities potentially hazardous to civil aircraft

(1) A person shall not carry out activities potentially hazardous to a civil aircraft whether flying over Uganda or over the territorial waters of Uganda without approval from the authority.

(2) Notwithstanding subregulation (1)—

(a) a person shall not intentionally project, or cause to be projected, a laser beam or other-directed high intensity light at an aircraft in a manner as to create a hazard to the aviation safety, damage to the aircraft or injury to its crew or passengers;

(b) a person using or planning to use lasers or other-directed high intensity lights outdoors in a manner that the laser beam or other light beam may enter navigable airspace with sufficient power to cause an aviation hazard shall provide written notification to the competent authority;

(c) a PIC shall not deliberately operate an aircraft into a laser beam or other-directed high-intensity light unless flight safety is ensured and this may require mutual agreement by operator of the laser emitter or light source, the pilot in command and the competent authority.

(3) A person shall not release into the atmosphere any radioactive material or toxic chemicals which may affect the safety of aircraft operating within Uganda airspace.

22. Power to prohibit, restrict flying, landing or taking off

(1) Where the authority deems it necessary in the public interest to restrict or prohibit—

(a) flying over any area of Uganda or along any route; or

(b) landing or take-off at any place in Uganda by reason of—

(i) the intended gathering or movement of a large number of persons;

- (ii) the intended holding of an aircraft race, contest or of an exhibition of flying; or
- (iii) national security or any reason affecting public interest,

may make orders prohibiting, restricting or imposing conditions on flight by any aircraft, whether or not registered in Uganda, in Ugandan airspace and by an aircraft registered in Uganda , in any other airspace, being airspace in respect of which Uganda has in pursuance of international arrangements undertaken to provide navigation services for aircraft.

(2) Orders made under this regulation may apply either generally or in relation to any class of aircraft.

(3) A person who contravenes any orders under subregulation (2) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding one year, or both.

(4) Where the PIC becomes aware that he or she is flying in contravention of any regulation made for any of the reasons referred to in subregulation (1)(b)(iii), he or she shall, unless otherwise instructed pursuant to subregulation (5), cause the aircraft to leave the area to which the order relates by flying to the least possible extent over such area and the aircraft shall not begin to descend while over such an area.

(5) The PIC flying either within an area for which orders have been made for any of the reasons referred to in subregulation (1)(b)(iii) or within airspace notified as a danger area shall forthwith comply with instructions given by radio by the appropriate air traffic services unit or by, or on behalf of, the person responsible for safety within the relevant airspace.

23. Balloons, kites and airships

(1) A person shall not, within Uganda—

- (a) fly a captive balloon or kite at a height of more than 200 ft above the ground level or within 200 ft of any vessel, vehicle or structure;
- (b) fly a captive balloon within an aerodrome traffic zone;
- (c) fly a balloon exceeding 6 ft in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon, in controlled airspace;
- (d) fly a kite within an aerodrome traffic zone;
- (e) moor an airship; or
- (f) fly a free balloon at night, without the permission of the authority in writing, and in accordance with any conditions subject to which the permission may be granted.

(2) A captive balloon when in flight shall not be left unattended unless it is fitted with a device which ensures automatic deflation when it breaks.

(3) An unmanned free balloon shall be operated in such a manner as to minimise hazards to persons, property or other aircraft.

24. Imperiling the safety of persons and property

A person shall not willfully, recklessly or negligently cause or permit an aircraft to endanger any life or property.

PART III—FLIGHT OPERATIONS

25. Operating considerations and facilities

(1) An operator shall ensure that a flight does not commence unless it has been ascertained by every reasonable means available that the ground or water facilities available and directly required on the flight, for the safe operation of the aeroplane and the protection of the passengers, are adequate for the type of operation under which the flight is to be conducted and are adequately operated for this purpose.

(2) An operator shall ensure that a flight does not commence or continue as planned unless it has been ascertained by every reasonable means available that the airspace containing the intended route from aerodrome of departure to aerodrome of arrival, including the intended take-off, destination and en-route alternate aerodromes, can be safely used for the planned operation.

(3) When intending to operate over or near conflict zones, a risk assessment shall be conducted and appropriate risk mitigation measures taken to ensure a safe flight.

(4) An operator shall ensure that any inadequacy of facilities observed in the course of operations is reported to the authority responsible for them without undue delay.

(5) Subject to their published conditions of use, aerodromes and their facilities shall be kept continuously available for flight operations during their published hours of operations, irrespective of weather conditions.

(6) An operator shall, as part of the operator's safety management system, assess the level of Rescue and Firefighting Service (RFFS) protection available at any aerodrome intended to be specified in the operational flight plan in order to ensure that an acceptable level of protection is available for the aeroplane intended to be used.

(7) Information related to the level of RFFS protection that is deemed acceptable by the operator shall be contained in the operations manual.

26. Air operator certificate

(1) An operator shall not engage in commercial air transport operations unless in possession of a valid air operator certificate issued by the authority in accordance with the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022.

(2) An air operator certificate shall authorise the operator to conduct commercial air transport operations in accordance with the operations specifications.

(3) The issue of an air operator certificate by the authority shall depend upon the operator demonstrating an adequate organisation, method of control, supervision of flight operations, training programme, ground handling and maintenance arrangements consistent with the nature and extent of the operations specified.

(4) An operator shall develop policies and procedures for third parties that perform work on the operator's behalf.

(5) The continued validity of an air operator certificate shall depend upon the operator maintaining the requirements in subregulation (3), under the supervision of the authority.

(6) The air operator certificate and the associated operation specifications shall be as prescribed in the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022.

(7) The certification and the continued surveillance of the operator shall be carried out by the authority in accordance with the—

- (a) Civil Aviation (Air Operator Certification and Administration) Regulations, 2022;
- (b) Civil Aviation (Safety Management) Regulations, 2022; and
- (c) through the system and procedures specified in the applicable guidance materials to ensure the required standards of operations established in these Regulations are maintained.

27. Surveillance of operations by foreign operator

(1) The authority shall, recognise an air operator certificate issued by another Contracting State as valid, where the requirements under which the certificate was issued are at least equal to the applicable standards specified in the applicable ICAO Annexes.

(2) Foreign operators carrying out operations in Uganda territory shall be subject to surveillance by the authority as specified in the Civil Aviation (Commercial Air Transport Operations by Foreign Air Operator within Uganda) Regulations, 2022.

(3) A foreign operator conducting aircraft operations in Uganda shall comply with the requirements of these Regulations and any other applicable regulations to meet and maintain the requirements established by the authority in which the operations are conducted.

28. Operations manual

(1) An operator shall provide, for the use and guidance of operations personnel concerned, an approved operation manual as prescribed in the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022.

(2) An operator shall amend or revise as is necessary the operations manual to ensure that the information contained therein is kept up to date and amendments or revisions shall be issued to all personnel that are required to use the manual.

(3) An operator shall provide a copy of the operations manual together with all amendments or revisions, for review, acceptance or approval by the authority as appropriate.

(4) An operator shall incorporate in the operations manual such mandatory material as the authority may require.

29. General operating instructions

(1) An operator shall ensure that all operations personnel are properly instructed in their particular duties and responsibilities and the relationship of such duties to the operation as a whole.

(2) An aeroplane shall not be taxied on the movement area of an aerodrome unless the person at the controls—

- (a) has been duly authorised by the operator or a designated agent;

- (b) is fully competent to taxi the aeroplane;
 - (c) is qualified to use the radiotelephone;
 - (d) has received instruction from a competent person in respect of aerodrome layout, routes, signs, marking, lights, air traffic control or ATC signals and instructions, phraseology and procedures; and
 - (e) is able to conform to the operational standards required for safe aeroplane movement at the aerodrome.
- (3) An operator shall—
- (a) issue operating instructions;
 - (b) provide information on aeroplane climb performance with all engines operating to enable the PIC to determine the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique; and
 - (c) include information under paragraph (b) in the operations manual.

30. In-flight simulation of emergency situations

An operator shall ensure that when passengers or cargo are being carried, no emergency or abnormal situations shall be simulated.

31. Checklists

- (1) An operator shall—
- (a) provide normal, abnormal and emergency procedures checklists that shall be used by flight crew prior to, during and after all phases of operations; and
 - (b) in an emergency, ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual.

(2) An operator shall observe human factors principles in the design and utilisation of the checklists referred to in subregulation (1).

32. Altimeter settings

A person operating an aircraft registered in Uganda shall set the aircraft altimeters to maintain the cruising altitude for flight level reference in accordance with the procedure notified by—

- (a) the state where the aircraft may be; or
- (b) the aeronautical information publication of the State of the operator.

33. Operation of radio in aircraft

(1) The radio station in an aircraft shall not be operated, whether or not the aircraft is in flight, except in accordance with the conditions of the licence issued in respect of that station under the law of the State of registry, and by a person duly licensed or otherwise permitted to operate the radio station under that law.

(2) Subject to subregulations (3) and (4) whenever an aircraft is in flight in such circumstances that it is required under these Regulations to be equipped with radio communications apparatus, a continuous radio watch shall be maintained by a member of a flight crew listening to the signals transmitted upon the frequency notified, or designated by a message received from an appropriate aeronautical radio station, for use by that aircraft.

(3) The radio watch may be discontinued or continued on another frequency to the extent that a message as aforesaid so permits.

(4) The watch may be kept by a device installed in the aircraft where the appropriate aeronautical radio station has been informed to that effect and has raised no objection and that station is notified, or in the case of a station situated in a state other than Uganda, otherwise designated as transmitting a signal suitable for that purpose.

(5) Whenever an aircraft is in flight in such circumstances that it is required under these Regulations to be equipped with radio or radio navigation equipment a member of the flight crew shall operate that equipment in such a manner as he or she may be instructed by the appropriate air traffic control unit or as may be notified in relation to any airspace in which the aircraft is flying.

(6) The radio station in an aircraft shall not be operated so as to cause interference, that impairs the efficiency of aeronautical telecommunications or navigational services, and in particular emissions shall not be made except as follows—

- (a) emission of the class and frequency for the time being in use, in accordance with general international aeronautical practice, in the airspace in which the aircraft is flying;
- (b) distress, urgency and safety messages and signals, in accordance with general international aeronautical practice;
- (c) messages and signals relating to the flight of the aircraft, in accordance with general international aeronautical practice; and
- (d) such public correspondence messages as may be permitted by or under the aircraft radio station licence referred in subregulation (1).

(7) A pilot or flight engineer shall not make use of a hand-held microphone, whether for the purpose of radio communication or of intercommunication within the aircraft, whilst the aircraft is flying in controlled airspace below flight level 150 or is taking off or landing, any aircraft registered in Uganda which is engaged on a flight for the purpose of commercial air transport operations.

(8) An aircraft which is equipped with a radio station having a defect such as to impair the safety of the aircraft shall not undertake any flight until—

- (a) the aircraft has been rendered safe; or

- (b) where the defect occurs during flight, shall land as soon as possible unless the radio station can be and is speedily rendered safe for flight.

34. Minimum flight altitudes

(1) An operator shall be permitted to establish minimum flight altitudes for those routes flown for which minimum flight altitudes have been established by the State flown over or the State of operator, provided that they shall not be less than those established by that State.

(2) An operator shall specify the method by which it is intended to determine minimum flight altitudes for operations conducted over routes for which minimum flight altitudes have not been established by the State flown over or the State of operator, and shall include this method in the operations manual.

(3) The minimum flight altitudes determined under subregulation (2) shall not be lower than the minimum flight altitudes prescribed in the Civil Aviation (Rules of the Air) Regulations, 2020.

(4) The method for establishing the minimum flight altitudes shall be approved by the authority.

(5) The authority shall approve minimum flight altitudes method after consideration of the probable effects of the following factors on the safety of the operation—

- (a) the accuracy and reliability with which the position of the aeroplane can be determined;
- (b) the inaccuracies in the indications of the altimeters used;
- (c) the characteristics of the terrain, including sudden changes in the elevation;
- (d) the probability of encountering unfavorable meteorological conditions, including severe turbulence and descending air currents;

- (e) possible inaccuracies in aeronautical charts; and
- (f) airspace restrictions.

35. Aerodrome operating minima

(1) The authority shall require that the operator establish aerodrome operating minima for each aerodrome to be used in operations and shall approve the method of determination of such minima.

(2) The aerodrome operating minima referred to in subregulation (1) shall, not be lower than any that may be established for such aerodromes by the State of the aerodrome, except when specifically approved by that State.

(3) The authority shall authorise operational credit or credits for operations with advanced aeroplanes equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS.

(4) Where the operational credit relates to low visibility operations, the State of the operator shall issue a specific approval.

(5) The authorisations under subregulation (3) shall not affect the classification of the instrument approach procedure.

(6) Subject to subregulation (4), “operational credit” includes—

- (a) for the purposes of an approach ban, a minimum below the aerodrome operating minima;
- (b) reducing or satisfying the visibility requirements; or
- (c) requiring fewer ground facilities as compensated for by airborne capabilities.

(7) When issuing a specific for the operational credit, the authority shall ensure that—

- (a) the aeroplane meets the appropriate airworthiness certification requirements;
 - (b) the information necessary to support effective crew tasks for the operation is appropriately available to both pilots where the number of flight crew members specified in the operational manual is more than one;
 - (c) the operator has carried out a safety risk assessment of the operations supported by the equipment;
 - (d) the operator has established and documented normal and abnormal procedures and MEL;
 - (e) the operator has established a training programme for the flight crew members and relevant personnel involved in the flight operation;
 - (f) the operator has established a system for data collection, evaluation and trend monitoring for low visibility operations, for which there is an operational credit; and
 - (g) the operator has instituted appropriate procedures in respect of continuing airworthiness (maintenance and repair) practices and programmes.
- (8) An operator shall in establishing the aerodrome operating minima which applies to any particular operation take full account of the following—
- (a) the type, performance and handling characteristics of the aeroplane and any conditions or limitations stated in the flight manual;
 - (b) the composition of the flight crew, their competence and experience;
 - (c) the dimensions and characteristics of the runways which may be selected for use;

- (d) the adequacy and performance of the available visual and non-visual ground aids;
- (e) the equipment available on the aeroplane for the purpose of navigation, acquisition of visual references and control of the flight path during the approach, landing and the missed approach;
- (f) the obstacles in the approach and missed approach areas and the obstacle clearance altitude or height for the instrument approach procedures;
- (g) the means used to determine and report meteorological conditions;
- (h) the obstacles in the climb-out areas and necessary clearance margins;
- (i) the conditions prescribed in the operations specifications; and
- (j) any minima that may be promulgated by the State of the aerodrome.

(9) Instrument approach operations shall be classified based on the designed lowest operating minima below which an approach operation shall only be continued with the required visual reference as follows—

- (a) Type A- a minimum descent height or decision height at or above 75 m or 250 ft; and
- (b) Type B- a decision height below 75 m or 250 ft which are categorised as follows—
 - (i) Category I or CAT I- a decision height not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range not less than 550 m;

- (ii) Category II or CAT II- a decision height lower than 60 m or 200 ft but not lower than 30 m or 100 ft and a runway visual range not less than 300 m; and
- (iii) Category III or CAT III- a decision height lower than 30 m or 100 ft or no decision height and a runway visual range less than 300 m or no runway visual range limitations.

(10) The authority shall issue a specific approval for instrument approach operations in low visibility which shall only be conducted when RVR information is provided.

(11) Where there is take-off in low visibility, the authority shall issue a specific approval for the minimum take-off RVR.

(12) For instrument approach operations, aerodrome operating minima below 800 m visibility shall not be authorised unless RVR information is provided.

(13) The operating minima for 2D instrument approach operations using instrument approach procedures shall be determined by establishing a Minimum Descent Altitude (MDA) or Minimum Descent Height (MDH), minimum visibility and, where necessary, cloud conditions.

(14) The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing a Decision Altitude (DA) or Decision Height (DH) and the minimum visibility or RVR.

36. General operating rules Category II and Category III Operations

(1) A person shall not operate an aircraft in a category II or III operations unless—

- (a) the PIC and co-pilot of the aircraft hold the appropriate authorisations and ratings prescribed in the Civil Aviation (Personnel Licensing) Regulations, 2022;

- (b) the beach flight crew member has adequate knowledge of, and familiarity with, the aircraft and the procedures to be used; and
- (c) the instrument panel in front of the pilot who is controlling the aircraft has the appropriate instrumentation for the type of flight control guidance system that is being used.

(2) A person shall not, unless with the authorisation of the authority, operate an aircraft in Category II or Category III operations unless each ground component required for that operation and the related airborne equipment is installed and operating.

(3) Where the approach procedure being used provides for and requires the use of a decision height or decision altitude, the authorised Decision Height (DH) or Decision Altitude (DA) is the highest of the following—

- (a) the Decision Height (DH) or Decision Altitude (DA) prescribed in the approach procedure;
- (b) the Decision Height (DH) or Decision Altitude (DA) prescribed for the pilot in command; or
- (c) the Decision Height (DH) or Decision Altitude (DA) for which the aircraft is equipped.

(4) A pilot operating an aircraft in a Category II or Category III approach that provides and requires use of a decision height or decision altitude shall not, unless with the authorisation of the authority, continue the approach below the authorised decision height unless—

- (a) the aircraft is in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal manoeuvres, and where that descent rate shall allow touchdown to occur within the touchdown zone of the runway of intended landing;

- (b) at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot—
 - (i) the approach light system, except that the pilot shall not descend below 100 ft above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable;
 - (ii) the threshold or the threshold markings;
 - (iii) the threshold lights;
 - (iv) the touchdown zone or touchdown zone markings; and
 - (v) the touchdown zone lights.

(5) A pilot operating an aircraft shall immediately execute an appropriate missed approach procedure whenever, prior to touchdown, where the requirements of subregulation (4) are not met.

(6) A person operating an aircraft using a Category III approach without Decision Height (DH) shall not land that aircraft except in accordance with the operations specifications issued by the authority.

(7) Subregulations (1) to (6) do not apply to operations conducted by Air Operator Certificate (AOC) holders issued with a certificate under the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022.

(8) A person shall not operate an aircraft in a Category II or Category III operations conducted by an AOC holder unless the operation is conducted in accordance with that AOC holder's specific operations specifications.

37. Category II and Category III operations manual

(1) Except as provided in subregulation (3), a person shall not operate an aircraft in a Category II or a Category III operation unless—

- (a) there is available in the aircraft a current and approved Category II or Category III manual, as appropriate, for that aircraft;
- (b) the operation is conducted in accordance with the procedures, instructions, and limitations in the appropriate manual; and
- (c) the instruments and equipment listed in the manual that are required for a particular Category II or Category III operation have been inspected and maintained in accordance with the approved maintenance programme.

(2) An operator shall keep a current copy of each approved manual at its principal base of operations and shall make each manual available for inspection upon request by the authority.

(3) Subregulations (1) and (2) do not apply to operations conducted by an Air Operator Certificate holder issued under the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022.

(4) An applicant for approval of a Category II or III operations manual or an amendment to an approved Category II operations manual shall submit the proposed manual or amendment to the authority.

(5) Where the application made under these Regulations is a request for an evaluation programme, the application shall include the following—

- (a) the location of the aircraft and the place where the demonstrations are to be conducted; and
- (b) the date the demonstrations are to commence at least ten days after filing the application.

- (6) A Category II or III operations manual shall contain—
- (a) the registration number, make, and model of the aircraft to which it applies;
 - (b) a maintenance programme; and
 - (c) the procedures and instructions related to—
 - (i) recognition of decision height or decision altitude;
 - (ii) use of runway visual range information;
 - (iii) approach monitoring;
 - (iv) the decision region, which is the region between the middle marker and the decision height or decision altitude;
 - (v) the maximum permissible deviations of the basic instrument landing system indicator within the decision region;
 - (vi) a missed approach procedure;
 - (vii) use of airborne low approach equipment;
 - (viii) minimum altitude for the use of the autopilot;
 - (ix) instrument and equipment failure warning systems;
 - (x) instrument failure; and
 - (xi) other procedures, instructions, and limitations as the Authority may deem necessary.

38. Threshold crossing height for 3D instrument approach operations

An operator shall establish operational procedures designed to ensure that an aeroplane being used to conduct 3D instrument approach operations crosses the threshold by a safe margin, with the aeroplane in the landing configuration and attitude.

39. Fuel and oil records

(1) An operator shall maintain fuel records to enable the authority to ascertain that, for each flight, the requirements of regulations 76 and 77 have been complied with.

(2) The operator shall maintain oil records to enable the authority to ascertain that trends for oil consumption are such that an aeroplane has sufficient oil to complete each flight.

(3) Fuel and oil records shall be retained by the operator for a period of three months.

40. Crew for Pilot – In- Command (PIC)

(1) An operator shall designate one pilot for each flight to act as PIC.

(2) For each flight of an aeroplane above 15,000 m or 49,000 ft, an operator shall maintain records to determine the total cosmic radiation dose received by each crew member over a period of twelve consecutive months can be determined.

41. Pre-flight action

A PIC of an aircraft registered in Uganda shall satisfy himself or herself before the flight is commenced that—

- (a) the flight can safely be made, taking into account the latest information available as to the route and aerodromes to be used, the weather reports and forecasts available, and any alternative cause of action which can be adopted in case the flight cannot be completed as planned;
- (b) the equipment, including radio apparatus required by these Regulations to be carried is carried and is in a fit condition for use;
- (c) that the aircraft is in every way fit for the intended flight, and that, where a certificate of release to service is required by the Civil Aviation (Airworthiness of Aircraft)

Regulations, 2022 is in force and shall not cease to be in force during the intended flight; and

- (d) that the load carried by the aircraft is of such weight, and is so distributed and secured, that it shall safely be carried on the intended flight.

42. Loading of aircraft

(1) An AOC holder shall not cause or permit an aircraft to be loaded for a flight for the purpose of commercial air transport except under the supervision of a person who the AOC holder has caused to be furnished with written instructions as to the distribution and securing of the load so as to ensure that—

- (a) the load shall safely be carried on the flight; and
- (b) any condition subject to which the certificate of airworthiness in force in respect of the aircraft was issued or rendered valid, being conditions relating to the loading of the aircraft are complied with.

(2) The instructions referred to under subregulation (1), shall—

- (a) indicate the mass of the aircraft prepared for service, that is, the aggregate of the basic mass and the mass of such additional items in or on the aircraft as the operator may include;
- (b) indicate the additional items included in the mass of the aircraft prepared for service; and
- (c) show the position of the centre of gravity of the aircraft at that mass.

(3) Subregulation (2), shall not apply in relation to a flight, where—

- (a) the authorised maximum take-off mass of an aircraft does not exceed 1,150 kilograms; or

- (b) the authorised maximum take-off mass of an aircraft does not exceed 2,730 kilograms; and
- (c) the flight is not intended to exceed sixty minutes in duration and is either a flight—
 - (i) solely for training persons to perform duties in an aircraft; or
 - (ii) intended to begin and end at the same aerodrome.

(4) An operator of an aircraft shall not cause or permit the aircraft to be loaded in contravention of the instructions specified in subregulation (1).

(5) A person supervising the loading of the aircraft shall before the commencement of a flight—

- (a) prepare and sign a load sheet in duplicate conforming to the requirements specified in subregulation (9); and
- (b) submit the load sheet for examination by the PIC of the aircraft who shall, upon being satisfied that the aircraft is loaded in the manner required by subregulation (1), sign his or her name thereon.

(6) Subregulation (5) shall not apply where the operator is the PIC of the aircraft.

(7) The requirements of subregulation (5) shall not apply where—

- (a) the load, the distribution and securing thereof upon the next intended flight are to be unchanged from the previous flight and the PIC of the aircraft makes and signs an endorsement to that effect upon the load sheet for the previous flight, indicating the date of the endorsement, the place of departure upon the next intended flight and the next intended destination; or

(b) as set out in subregulation (3) and (2) does not apply in relation to the flight.

(8) A pilot operating an aircraft shall ensure that one copy of the load sheet—

(a) is carried in the aircraft when so required by these Regulations, until the flights to which the load sheet relates have been completed; and

(b) the instruction referred to in this regulation shall be preserved by the operator until the expiration of a period of 6 months thereafter, and shall not be carried in the aircraft.

(9) A load sheet required under subregulation (5) shall contain—

(a) the nationality and registration marks of the aircraft to which the load sheet relates;

(b) particulars of the flight to which the load sheet relates;

(c) the total mass of the aircraft as loaded for the flight;

(d) the mass of the several items from which the total mass of the aircraft loaded, has been calculated including in particular the mass of the aircraft prepared for service and the respective total mass of the passengers, crew, baggage and cargo intended to be carried on the flight;

(e) the manner in which the load is distributed and the resulting position of the centre of gravity of the aircraft which shall be given approximately to the extent that the relevant certificate of airworthiness so permits; and

(f) at the foot or end of the load sheet, a certificate signed by the person referred to under subregulation (1), as responsible for the loading of the aircraft, stating that the aircraft has been loaded in accordance with the written instructions furnished to him or her by the operator of the aircraft.

(10) For the purpose of calculating the total mass of the aircraft, the respective total mass of the passengers and crew entered in the load sheet shall be computed from the actual mass of each person, and for that purpose each person shall be separately weighed unless subregulations (11), (12) and (13) applies.

(11) When determining the actual mass by weighing, an operator shall ensure that passengers' personal belongings and hand baggage are included and such weighing shall be conducted immediately prior to boarding and at an adjacent location.

(12) An operator shall compute the mass of passengers and checked baggage using the standard mass values specified in Tables 1 and 2 except where the number of passenger seats available is less than ten.

(13) The standard mass values include hand baggage and the mass of any infant below two years of age carried by an adult on one passenger seat and infants occupying separate passenger seats shall be considered as children for the purpose of this regulation.

(14) In cases where the number of passenger seats available is less than ten, passenger mass shall be established for each individual passenger and these procedures shall be included in the operations manual.

(15) On flights where no hand baggage is carried in the cabin or where hand baggage is accounted for separately—

- (a) 6 kilograms may be deducted from the male and female masses in Table 1 below; and
- (b) articles such as an overcoat, an umbrella, a small handbag or purse, reading material or a small camera are not considered as hand baggage for the purpose of this regulation;

TABLE 1*Regulation 42(15)(a)*

Passenger seats	1-5	6-9	10-19	20 and more	30 and more
Male	104	96	92	88	84
Female	86	78	74	70	84
children	35	35	35	35	35

(16) Where the total number of passenger seats available on the aircraft is twenty or more the standard mass values given in Table 2 are applicable for each piece of checked baggage and for aircraft with less than twenty passenger seats the actual mass of checked baggage, determined by weighing, shall be used.

TABLE 2*Regulation 42(16)*

Type of flight	Baggage standard mass
Domestic	11kgs
Regional	13kgs
Intercontinental	15kgs
All others	13kgs

(17) Where subregulations (10), (11) and (13) are applied, the load sheet shall bear a notation to that effect.

(18) Where sub-regulations (11), (12) and (14) may apply, the PIC shall, where the standard masses described in subregulation (11) appear to be inapplicable or doing so is in the interests of safety of the aircraft, require any or all of the passengers, crew and cargo to actually be weighed for the purpose of the entry to be made in the load sheet.

43. Stowage of baggage and cargo

(1) An operator shall establish procedures to ensure that only hand baggage is taken into the passenger cabin as can be adequately and securely stowed.

(2) An operator shall establish procedures to ensure that all baggage and cargo on board, which might cause injury or damage, or obstruct aisles and exits when displaced, is placed in storages designed to prevent its movement.

(3) The procedure referred to in subregulation (2) shall provide that—

- (a) each item carried in the cabin shall be stowed only in a location that is capable of restraining it;
- (b) mass limitations placarded on or adjacent to stowages shall not be exceeded;
- (c) under a seat, stowages shall not be used unless the seat is equipped with a restraint bar and the baggage is of such size that it may adequately be restrained by this equipment;
- (d) items shall not be stowed in toilets or against bulkheads that are incapable of restraining articles against movement forwards, sideways or upwards and unless the bulkheads carry a placard specifying the greatest mass that may be placed there;
- (e) baggage and cargo placed in lockers shall not be of such size that they prevent latched doors from being closed securely;
- (f) baggage and cargo shall not be placed where it can impede access to emergency equipment; and
- (g) checks shall be made before take-off, before landing and whenever the fasten seat belts signs are illuminated or it is otherwise so ordered to ensure that baggage is stowed where it cannot impede evacuation from the aircraft or cause injury by falling or other movement, as may be appropriate to the phase of flight.

44. Passengers

- (1) An operator shall ensure that passengers are made familiar with the location and use of—
 - (a) seat belts;
 - (b) emergency exits;
 - (c) life jackets, where the carriage of life jackets is prescribed;
 - (d) oxygen dispensing equipment, where the provision of oxygen for the use of passengers is prescribed; and
 - (e) other emergency equipment provided for individual use, including passenger emergency briefing cards.

(2) An operator shall inform the passengers of the location and general manner of use of the principal emergency equipment carried for collective use.

(3) An operator shall ensure that in an emergency during flight, passengers are instructed in such emergency action as may be appropriate to the circumstances.

(4) An operator shall ensure that, during take-off and landing and whenever considered necessary by reason of turbulence or any emergency occurring during flight, all passengers on board an aeroplane shall be secured in their seats by means of the seat belts or harnesses provided.

45. Required passenger briefings

- (1) A pilot shall not commence a take-off unless the passengers are briefed prior to take-off in accordance with the AOC holder's operations manual procedures on—
 - (a) smoking limitations and prohibitions;
 - (b) emergency exit location and use;
 - (c) use of safety belts;

- (d) emergency floatation means location and use;
- (e) location and the general manner of use of the principal emergency equipment for collective use;
- (f) fire extinguisher location and operation;
- (g) placement of seat backs;
- (h) when flight is above 12,000 ft above mean sea level, the normal and emergency use of oxygen; and
- (i) the passenger briefing card.

(2) The PIC shall, immediately before or after turning the seat belt sign off, ensure that the passengers are briefed to keep their seat belts fastened while seated, even when the seat belt sign is off.

(3) The PIC shall, before take-off, ensure that persons of reduced mobility are personally briefed on the—

- (a) route to the most appropriate exit; and
- (b) time to begin moving to the exit in the event of an emergency.

(4) The PIC operating a commercial air transport operations flight shall ensure that the briefing specified in this regulation contains all the objects approved for the specific operations conducted as included in the relevant operations manual.

(5) An operator shall ensure that during take-off and landing and whenever, by reason of turbulence or any emergency occurring during flight the precaution is considered necessary, all passengers on board an aeroplane are secured in their seats by means of seat belts or harnesses provided.

46. Carriage of persons with reduced mobility

A PIC shall ensure that a person with reduced mobility does not occupy a seat that—

- (a) impedes the crew in their duties;

- (b) obstructs access to emergency equipment; or
- (c) impedes the emergency evacuation of the aircraft.

47. Exit row seating

(1) A PIC shall ensure that a passenger does not sit in an emergency exit row where the PIC determines that it is likely that in case of an emergency, the passenger would be unable to understand and perform the functions necessary to open an exit and to exit rapidly.

(2) A PIC shall ensure that a person is not seated in a passenger exit seat where it is likely that the person would be unable to perform one or more of the applicable functions listed below—

- (a) lacks sufficient mobility, strength or dexterity in both arms and hands, and both legs to—
 - (i) reach upward, sideways and downward to the location of emergency exit and exit-slide operating mechanisms;
 - (ii) grasp and push, pull, turn, or otherwise manipulate those mechanisms;
 - (iii) push, shove, pull, or otherwise open emergency exits;
 - (iv) lift out, hold, deposit on nearby seats or manoeuvre over the seatbacks to the next row objects the size and weight of over-wing window exit doors;
 - (v) remove obstructions of size and weight similar over-wing exit doors;
 - (vi) reach the emergency exit expeditiously;
 - (vii) maintain balance while removing obstructions;
 - (viii) exit expeditiously;
 - (ix) stabilise an escape slide after deployment; and

- (x) assist others in getting off an escape slide.
 - (b) is less than fifteen years of age or lacks the capacity to perform one or more of the applicable functions listed in this regulation without assistance;
 - (c) lacks the ability to read and understand instructions required by this regulation and related to emergency evacuation provided by the AOC holder in printed or graphic form or the ability to understand oral crew commands;
 - (d) lacks sufficient visual capacity to perform one or more of the functions specified in paragraph (a) up to (c) without the assistance of visual aids beyond contact lenses or eyeglasses;
 - (e) lacks sufficient aural capacity to hear and understand instructions given by cabin crew members, without assistance beyond a hearing aid;
 - (f) lacks the ability to adequately impart information orally to other passengers;
 - (g) has a condition or responsibilities, such as caring for small children, that might prevent the person from performing one or more of the functions listed in this regulation; or
 - (h) has a condition that might cause the person harm where he or she performs one or more of the functions listed in this regulation.
- (3) Cabin crew members shall determine the suitability of a person permitted to occupy an exit seat.

(4) Where a cabin crew member determines that a passenger assigned to an exit seat would be unable to perform the emergency exit functions, or a passenger requests a non-exit seat, the cabin crew member shall expeditiously relocate the passenger to a non-exit seat.

(5) In the event of full booking in the non-exit seats, and where necessary to accommodate a passenger being relocated from an exit seat, the cabin crew member shall move a passenger who is willing and able to assume the evacuation functions, to an exit seat.

(6) An AOC holder shall ensure that a ticket agent—

(a) assigns seats consistent with the passenger selection criteria and the emergency exit functions, to the maximum extent feasible, prior to boarding;

(b) makes available for inspection by the public at all passenger loading gates and ticket counters at each aerodrome where it conducts passenger operations, written procedures established for making determinations in regard to exit row seating.

(7) A cabin crew member shall include in the passenger briefings—

(a) a request for a passenger to identify himself or herself to allow reseating where the passenger—

(i) cannot meet the selection criteria;

(ii) has a non-discernible condition that shall prevent them from performing the evacuation functions;

(iii) may suffer bodily harm as a result of performing one or more of those functions; or

(iv) does not wish to perform emergency exit functions; and

(b) a reference to the passenger information cards and the functions to be performed in an emergency.

(8) A passenger shall comply with instructions given by a crew member or other authorised employee of the AOC holder implementing exit seating restrictions.

(9) A PIC shall not allow taxi or pushback of an aircraft unless at least one required crew member has verified that all exit rows and

escape paths are unobstructed and that no exit seat is occupied by a person the crew member determines is likely to be unable to perform the applicable evacuation functions.

(10) An AOC holder, in order to comply with this regulation, shall—

- (a) establish procedures that address the requirements of this regulation; and
- (b) submit their procedures for preliminary review and approval to the authority.

(11) The procedures required by this regulation shall not become effective unless they are approved by the authority.

(12) The approval by the authority referred to under subregulation (11), shall be based on the safety aspects of the procedures of the AOC holder.

48. Passenger seat belts

(1) A passenger occupying a seat or berth shall fasten his or her safety belt and keep it fastened while the sign is lighted or, in an aircraft not equipped with such a sign, whenever instructed by a PIC.

(2) A passenger safety belt shall not be used by more than one occupant during take-off and landing.

(3) At each unoccupied seat, the safety belt and shoulder harness, where installed, shall be secured not to interfere with a crew member in the performance of his or her duties or with the rapid egress of occupants in an emergency.

(4) A person who is below two years of age may be held by an adult who is occupying a seat or berth.

(5) A berth, such as a multiple lounge or divan seat, may be occupied by two persons provided it is equipped with an approved

safety belt for each person and is used during en route flight only.

49. Passenger seat backs

(1) A PIC shall not allow the take-off or landing of an aircraft unless each passenger seat back is in the upright position.

(2) Exceptions to the requirement referred to under subregulation (1) shall only be made in accordance with procedures in the air operator certificate holder's operations manual provided the seat back does not obstruct any access of a passenger to the aisle or to any emergency exit.

50. Stowage of food, beverage and passenger service

A PIC shall not allow the movement of an aircraft on the surface, take-off or landing—

- (a) where any food, beverage or tableware furnished by the air operator certificate holder is located at any passenger seat; and
- (b) unless each food and beverage tray and seat back tray table is in the stowed position.

51. Securing of items in mass in passenger compartment

A PIC shall not allow—

- (a) the take-off or landing of an aircraft unless each item of mass in the passenger cabin is properly secured to prevent it from becoming a hazard during taxi, take-off and landing and during turbulent weather conditions; or
- (b) an aircraft to move on ground, take-off or land unless each passenger serving cart is secured in its stowed position.

52. Unacceptable conduct

A person on board an aircraft shall not—

- (a) interfere with a crew member in the performance of his or her duties;

- (b) refuse to fasten his or her seat belt and keep it fastened while the seat belt sign is lighted;
- (c) willfully, recklessly or negligently act or omit to act—
 - (i) to endanger an aircraft or persons and property therein; and
 - (ii) to cause or permit an aeroplane to endanger any person or property;
- (d) secrete himself or herself nor secrete cargo on board an aircraft;
- (e) smoke while the no-smoking sign is lighted;
- (f) smoke in any aircraft lavatory;
- (g) tamper with, disable or destroy any smoke detector installed in any aircraft lavatory; or
- (h) willfully, recklessly or negligently imperil the safety of an aircraft or any person on board, whether by interference with any crew member, or by tampering with the aircraft or its equipment, or by disorderly conduct by any other means.

53. Alcohol or drugs

(1) An officer in charge shall not permit any person who appears to be intoxicated or who demonstrates, by manner or physical indications, that that person is intoxicated to—

- (a) board an aircraft; or
- (b) while on board the aircraft be served alcohol.

(2) A person shall not—

- (a) board an aircraft while intoxicated or under the influence of drugs; or
- (b) while on board the aircraft, be intoxicated or under the influence of drugs.

54. Carriage of munitions of war

(1) A civil passenger aircraft shall not carry munitions of war.

(2) A person shall not take or cause to be taken on board an aircraft, or deliver or cause to be delivered for carriage thereon, any goods which that person knows or has reason to believe or suspect to be munitions of war.

(3) Without prejudice to subregulations (1) and (2), a person shall not carry or have in his or her charge any weapon on board an aircraft registered in Uganda, provided that a weapon, not being munitions of war, may be carried as passenger's baggage where it is stowed in the part of the aircraft inaccessible to passengers and, in the case of a firearm, it is not loaded.

(4) For the purposes of this regulation, "munitions of war" means such weapons, ammunitions, articles, materials or devices as are intended or adapted for the use in war fare.

(5) Nothing in this regulation shall apply to weapons or ammunition taken or carried on board an aircraft where the weapons or ammunition may, under the law of the State in which the aircraft is registered, be lawfully taken or carried on board for the purpose of ensuring the safety of the aircraft or of the persons on board.

55. Prohibition against carriage of weapons

A person shall not, while on board an aircraft being operated in commercial air transport operation, carry a deadly or dangerous weapon, whether concealed or unconcealed.

56. Least – risk bomb location and stowage of weapons

(1) Specialised means of attenuating and directing the blast shall be provided for use at the least-risk bomb location by the State of Design.

(2) Where an operator accepts the carriage of weapons removed from passengers, the weapons shall be stowed in a place which is inaccessible to any other person during flight time.

57. Passenger compliance with instructions

A passenger on a commercial air transport operation flight shall comply with instructions given by a crew member in compliance with these Regulations.

58. Denial of transportation

An Air Operator Certificate holder may deny transportation to a passenger who—

- (a) refuses to comply with the instructions regarding exit seating restrictions in these Regulations; or
- (b) has a handicap that can be physically accommodated only through causing an obstruction to the safe evacuation of other passengers from the aircraft as provided for in these Regulations.

59. Passenger information signs

A PIC of an aircraft shall turn on required passenger information signs during any movement on ground, for each take-off and each landing, and where otherwise considered to be necessary.

60. Carrying requirements for carriage of persons without compliance with passenger

A PIC or an operator shall not allow a person to be carried without compliance to the passenger carrying requirements unless there is an approved seat with an approved seat belt for that person, and—

- (a) the seat is located where the occupant does not in any position interfere with a flight crew member performing his or her duties;
- (b) there is unobstructed access from the approved seat to the flight deck or a regular or emergency exit;
- (c) there is a means for notifying that person where smoking is prohibited and when seat belts are to be fastened; and
- (d) that person has been orally briefed by a crew member on the use of emergency equipment and exits.

61. Evacuation capability

A PIC or other person assigned by the AOC holder shall ensure that, when passengers are on board the aircraft prior to movement on the surface, at least one floor-level exit provides for egress of passengers through normal or emergency means.

62. Flight Preparation

(1) A flight shall not be commenced until flight preparation forms have been completed certifying that the PIC is satisfied that—

- (a) the aeroplane is airworthy and the appropriate certificates of airworthiness and certificate of registration are on board the aeroplane;
- (b) the instruments and equipment prescribed in the Civil Aviation (Aircraft Instruments and Equipment) Regulations, 2022 for the particular type of operation to be undertaken, are installed and are sufficient for the flight;
- (c) a maintenance release as prescribed in the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022 has been issued in respect of the aeroplane;
- (d) the mass of the aeroplane and center of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;
- (e) any load carried is properly distributed and safely secured;
- (f) a check has been completed indicating that the operating limitations in Part IV of these Regulations can be complied with for the flight to be undertaken; and
- (g) the requirements in regulation 64 have been complied with.

(2) The operator shall keep completed flight preparation forms for a period of three months.

63. Operational flight planning

(1) An operational flight plan shall be completed for every intended flight.

(2) The operational flight plan shall be approved and signed by the PIC and, where applicable, signed by the flight operations officer or flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure.

(3) The operations manual shall describe the content and use of the operational flight plan.

64. En-route limitations for all engines operating

(1) A PIC shall not commence a flight in a reciprocating engine powered aeroplane used in commercial air transport operation at a weight that does not allow a rate of climb of at least 6.9 V_{so} with all engines operating, at an altitude of at least 300 m or 1,000 ft above all terrain and obstructions within ten miles of each side of the intended track.

(2) For the purpose of this regulation “6.9 V_{so}” means the number of feet per minute obtained by multiplying the aircraft’s minimum steady flight speed by 6.9.

65. En-route limitations for one engine inoperative

(1) A PIC shall ensure that the one engine inoperative enroute net flight path data shown in the aeroplane flight manual, appropriate to the meteorological conditions expected for the flight, complies with either subregulation (2) or (3) at all points along the route.

(2) The net flight path shall have a positive gradient at 1,500 ft above the aerodrome where the landing is assumed to be made after engine failure, in meteorological conditions requiring the operation of ice protection systems, the effect of their use on the net flight path shall be taken into account.

(3) The gradient of the net flight path shall be positive at least

1,000 ft above all terrain and obstructions along the route within 9.3 km or 5 nm on either side of the intended track.

(4) The net flight path shall permit the aeroplane to continue flight from the cruise altitude to an aerodrome where landing can be made in accordance with regulation 126 as appropriate, the net flight path clearing vertically, by at least 2,000 ft, all terrain and obstructions along the route within 9.3 km or 5 nm on either side of the intended track in accordance with the following—

- (a) the engine is assumed to fail at the most critical point along the route;
- (b) account is taken of the effects of winds on the flight path;
- (c) fuel jettisoning is permitted to an extent consistent with reaching the aerodrome with the required fuel reserves, when a safe procedure is used; and
- (d) the aerodrome where the aeroplane is assumed to land after engine failure shall meet the following criteria—
 - (i) the performance requirements at the expected landing mass are met; and
 - (ii) weather reports or forecasts or any combination thereof, and field condition reports indicate that a safe landing can be accomplished at the estimated time of landing.

(5) A PIC shall increase the width margins of subregulation (4) to 18.5 km or 10 nm where the navigational accuracy does not meet the 95% containment level.

66. En – route limitation for three or more engines with two engines inoperative

(1) A PIC may not take-off an aeroplane used in a commercial air transport operation having three or more engines at such a weight where there is no suitable landing aerodrome within ninety minutes at any point along the intended route, with all engines operating at

cruising power, unless that aircraft can, in the event of simultaneous power failure of two critical engines at the most critical point along that route, continue to a suitable landing aerodrome while complying with the requirements of subregulations (2), (3),(4), (5) and (6).

(2) The two engines inoperative en-route net flight path data shall permit the aeroplane to continue the flight, in the expected meteorological conditions, from the point where two engines are assumed to fail simultaneously, to an aerodrome at which it is possible to land and come to a complete stop when using the prescribed procedure for a landing with two engines inoperative.

(3) The net flight path referred to in subregulation (2) shall clear vertically, by at least 2,000 ft all terrain and obstacles along the route within 9.3 km or 5 nm on either side of the intended track.

(4) A PIC shall increase the width margin given above to 18.5 km or 10 nm, where altitudes in meteorological conditions requiring ice protection systems to be operable, the effect of their use on the net flight path data shall be taken into account, and when the navigational accuracy does not meet the 95% containment level.

(5) Subject to this regulation, the two engines are assumed to fail at the most critical point of that portion of the route where the aeroplane is more than ninety minutes, at the all engines long range cruising speed at standard temperature in still air, away from an aerodrome at which the performance requirements applicable at the expected landing mass are met.

(6) Subject to this regulation, the net flight path shall have a positive gradient at 1,500 ft above the aerodrome where the landing is assumed to be made after the failure of two engines.

(7) Fuel jettisoning in an aeroplane referred to in this regulation is permitted to an extent consistent with reaching the aerodrome with the required fuel reserves, where a safe procedure is used.

(8) The expected mass of the aeroplane at the point where the

two engines are assumed to fail shall not be less than that which would include sufficient fuel to proceed to an aerodrome where the landing is assumed to be made, and to arrive there at least 1,500 ft directly over the landing area and thereafter to fly level for fifteen minutes.

(9) For the purposes of this regulations “fuel jettisoning” means the intentional, controlled, dumping of fuel from an aircraft whilst in flight.

67. Take-off alternate aerodrome

(1) A take-off alternate aerodrome shall be selected and specified in the operational flight plan where either the meteorological conditions at the aerodrome of departure are below the operator’s established aerodrome landing minima for that operation or where it would not be possible to return to the aerodrome of departure for other reasons.

(2) A take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure—

- (a) for aeroplanes with two engines, one hour of flight time at a one-engine-inoperative cruising speed, determined from the aircraft operating manual, calculated in International Standard Atmosphere or ISA and still-air conditions using the actual take-off mass;
- (b) for aeroplanes with three or more engines, two hours of flight time at an all engines operating cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass; or
- (c) for aeroplanes engaged in extended diversion time operations or EDTO where an alternate aerodrome meeting the distance criteria under paragraphs (a) or (b) is not available, the first available alternate aerodrome located within the distance of the operator’s specified maximum diversion time considering the actual take-off mass.

(3) For an aerodrome to be selected as a take-off alternate, the available information shall indicate that, at the estimated time of use, the conditions shall be at or above the operator's established aerodrome operating minima for that operation.

68. En-route alternate aerodromes

En-route alternate aerodromes, required under regulation 105 for extended diversion time operations (EDTO) by aeroplanes with two turbine engines shall be selected and specified in the operational and air traffic services or ATS flight plans.

69. Destination alternate aerodromes

(1) For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the operational and Air Traffic Services (ATS) flight plans, unless—

- (a) 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—
 - (i) the approach and landing may be made under visual meteorological conditions; and
 - (ii) 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
- (b) the aerodrome is isolated and operations into isolated aerodromes do not require the selection of a destination alternate aerodrome or aerodromes and shall be planned in accordance with regulation 76(3)(d)(iv)—
 - (i) for each flight into an isolated aerodrome, a point of no return shall be determined; and

- (ii) a flight to be conducted to an isolated aerodrome shall not be continued past the point of no return unless a current assessment of meteorological conditions, traffic and other operational conditions indicate that a safe landing can be made at the estimated time of use.

(2) Two destination alternate aerodromes shall be selected and specified in the operational and ATS flight plans where, for the destination aerodrome—

- (a) meteorological conditions at the estimated time of use are below the operator's established aerodrome operating minima for that operation; or
- (b) meteorological information is not available.

(3) Notwithstanding subregulations (1), (2) and regulation 68, the authority may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety shall be maintained, approve operational variations to alternate aerodrome selection criteria, and the specific safety risk assessment shall, include—

- (a) capabilities of the operator;
- (b) overall capability of the aeroplane and its systems;
- (c) available aerodrome technologies, capabilities and infrastructure;
- (d) quality and reliability of meteorological information;
- (e) identified hazards and safety risks associated with each alternate aerodrome variation; and
- (f) specific mitigation measures.

70. Continuation of flight when destination aerodrome is temporarily restricted

(1) A PIC shall not allow a flight to continue toward any aerodrome of intended landing where the commercial air transport operations are restricted or suspended, unless—

- (a) in the opinion of the PIC, the conditions that are a hazard to safe operations may reasonably be expected to be corrected or have improved by the estimated time of arrival; or
- (b) there is no safer procedure.

71. Restriction or suspension of operations

Where an AOC holder knows of conditions, including aerodrome and runway conditions, that are a hazard to safe operations, that PIC or AOC holder shall restrict or suspend all commercial air transport operations to such aerodromes and runways as necessary until those conditions are corrected or have improved.

72. Meteorological conditions for Visual Flight Rules (VFR) flights

A flight to be conducted in accordance with VFR shall not be commenced unless current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions along the route or that part of the route to be flown under VFR will, at the appropriate time, be such as to enable compliance with the Regulations

73. Meteorological conditions for Instrument Flight Rules (IFR) flights

A flight to be conducted in accordance with the Instrument Flight Rules shall not—

- (a) take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the operator's established aerodrome operating minima for that operation; and
- (b) 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 compliance with regulations 68, 69 and 70 current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions shall be, at the

estimated time of use, at or above the operator's established aerodrome operating minima for that operation.

74. Visibility or cloud base

(1) An operator shall specify appropriate incremental values for height of cloud base and visibility, acceptable to the authority, to be added to the operator's established aerodrome operating minima to ensure that an adequate margin of safety is observed in determining whether or not an approach and landing can be safely carried out at each alternate aerodrome,

(2) The authority shall approve a margin of time established by the operator for the estimated time of use of an aerodrome.

75. Icing conditions

(1) A flight to be operated in known or expected icing conditions shall not be commenced unless the aeroplane is certificated and equipped to cope with such conditions.

(2) A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, where necessary, has been given appropriate de-icing or anti-icing treatment.

(3) The operator shall remove accumulation of ice or other naturally occurring contaminants so that the aeroplane is kept in an airworthy condition prior to take-off.

76. Fuel requirements

(1) An aeroplane shall carry a sufficient amount of usable fuel to complete the planned flight safely and to allow for deviations from the planned operation.

(2) The amount of usable fuel to be carried shall, as a minimum, be based on—

(a) the following data—

- (i) current aeroplane-specific data derived from a fuel consumption monitoring system, where available; or
- (ii) where current aeroplane-specific data is not available, data provided by the aeroplane manufacturer; and
- (b) the operating conditions for the planned flight including—
 - (i) anticipated aeroplane mass;
 - (ii) current meteorological reports or a combination of current reports and forecasts;
 - (iii) air traffic services procedures, restrictions and anticipated delays; and
 - (iv) the effects of deferred maintenance items and configuration deviations.
- (3) The pre-flight calculation of usable fuel required shall include—
 - (a) taxi fuel, which shall be the amount of fuel expected to be consumed before take-off, taking into account local conditions at the departure aerodrome and auxiliary power unit or APU fuel consumption;
 - (b) trip fuel, which shall be the amount of fuel required to enable the aeroplane to fly from take-off, or the point of inflight re-planning, until landing at the destination aerodrome taking into account the operating conditions of subregulation (2);
 - (c) contingency fuel, which shall be the amount of fuel required to compensate for unforeseen factors and it shall be 5% of the planned trip fuel or of the fuel required from the point of in-flight re-planning based on the consumption rate used to plan the trip fuel but, in any case, shall not be lower than the amount required to fly for 5 minutes at

holding speed at 450 m or 1,500 ft above the destination aerodrome in standard conditions;

- (d) destination alternate fuel, shall be—
 - (i) where a destination alternate aerodrome is required, the amount of fuel required to enable the aeroplane to—
 - (aa) perform a missed approach at the destination aerodrome;
 - (bb) climb to the expected cruising altitude;
 - (cc) fly the expected routing;
 - (dd) descend to the point where the expected approach is initiated; and
 - (ee) conduct the approach and landing at the destination alternate aerodrome; or
 - (ii) where two destination alternate aerodromes are required, the amount of fuel, as calculated in paragraph (i), required to enable the aeroplane to proceed to the destination alternate aerodrome which requires the greater amount of alternate fuel; or
 - (iii) where a flight is operated without a destination alternate aerodrome, the amount of fuel required to enable the aeroplane to fly for fifteen minutes at holding speed at 450 m or 1,500 ft above destination aerodrome elevation in standard conditions; or
 - (iv) where the aerodrome of intended landing is an isolated aerodrome—
 - (aa) for a reciprocating engine aeroplane, the amount of fuel required to fly for forty five minutes plus 15% of the flight time planned

to be spent at cruising level, including final reserve fuel, or 2 hours, whichever is less; or

- (ab) for a turbine-engine aeroplane, the amount of fuel required to fly for 2 hours at normal cruise consumption above the destination aerodrome, including final reserve fuel;
- (e) final reserve fuel, which shall be the amount of fuel calculated using the estimated mass on arrival at the destination alternate aerodrome, or the destination aerodrome when no destination alternate aerodrome is required—
 - (i) for a reciprocating engine aeroplane, the amount of fuel required to fly for forty five minutes, under speed and altitude conditions specified by the State of the Operator; or
 - (ii) for a turbine-engine aeroplane, the amount of fuel required to fly for thirty minutes at holding speed at 450 m or 1,500 ft above aerodrome elevation in standard conditions;
- (f) additional fuel, which shall be the supplementary amount of fuel required if the minimum fuel calculated in accordance with paragraph (b),(c),(d) and (e) is not sufficient to—
 - (i) allow the aeroplane to descend as necessary and proceed to an alternate aerodrome in the event of engine failure or loss of pressurisation, whichever requires the greater amount of fuel based on the assumption that such a failure occurs at the most critical point along the route—
 - (aa) fly for fifteen minutes at holding speed at 450 m or 1,500 ft above aerodrome elevation in standard conditions; and
 - (bb) make an approach and landing;
 - (ii) allow an aeroplane engaged in EDTO to comply with the EDTO critical fuel scenario as established

by the State of the operator; and

(iii) meet additional requirements not covered above.

(4) Operators shall determine one final reserve fuel value for each aeroplane type and variant in their fleet rounded up to an easily recalled figure.

(5) A flight shall not commence unless the usable fuel on board meets all the requirements in subregulation (3) if required and shall not continue from the point of in-flight re-planning unless the usable fuel on board meets the requirements in subregulation (3) (b), (c),(d),(e)and (f) where required.

(6) Notwithstanding the provisions in subregulation (3) (a), (b),(c),(d) and (f), the State of the operator may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve variations to the pre-flight fuel calculation of taxi fuel, trip fuel, contingency fuel, destination alternate fuel, and additional fuel.

(7) The specific safety risk assessment shall include—

(a) flight fuel calculations;

(b) capabilities of the operator to include—

(i) a data-driven method that includes a fuel consumption monitoring programme; and

(ii) the advanced use of alternate aerodromes; and

(c) specific mitigation measures.

(8) The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a re-analysis and, where applicable, adjustment of the planned operation.

77. In-flight fuel management

(1) An operator shall establish policies and procedures, approved by the authority, to ensure that inflight fuel checks and fuel management are performed.

(2) A PIC shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing.

(3) A PIC shall request delay information from ATC where unanticipated circumstances result in landing at the destination aerodrome with less than the final reserve fuel plus any fuel required to proceed to an alternate aerodrome or the fuel required to operate to an isolated aerodrome.

(4) A PIC 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 the planned final reserve fuel.

(5) The PIC shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the calculated usable fuel predicted to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.

78. Refuelling with passengers on board

(1) An operator shall not refuel an aeroplane when passengers are embarking, on board or disembarking unless the aeroplane is properly attended to by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.

(2) Where refueling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's inter-communication system or other suitable means

between the ground crew supervising the refueling and the qualified personnel on board the aeroplane.

(3) An operator shall observe additional precautions required when refueling with fuels other than aviation kerosene or when refueling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.

79. Oxygen supply

(1) The approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure used in these Regulations are as follows—

Absolute pressure	Meters	Feet
700 hPa	3,000	10,000
620 hPa	4,000	13,000
376 hPa	7,600	25,000

(2) A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments is less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply—

- (a) all crew members and 10% of the passengers for any period in excess of thirty minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and
- (b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.

(3) A flight to be operated with a pressurised aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in

the event of loss of pressurisation, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa.

(4) Where an aeroplane is operated at flight altitudes at which the atmospheric is less than 376 hPa, or which, when operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within 4 minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a ten minute supply for the occupants of the passenger compartment.

80. Time capability of cargo compartment fire suppression system

(1) An operator shall ensure that, a flight is planned so that the diversion time to an aerodrome where a safe landing can be made does not exceed the time the cargo compartment fire suppression capability of the aeroplane, when the cargo compartment fire suppression capability time is identified in the relevant aeroplane documentation, reduced by an operational safety margin specified by the authority.

(2) An operator shall ensure that the aircraft cargo compartment fire suppression time capabilities are clearly identified in the relevant aeroplane documentation where they are to be considered for the operation.

(3) Subject to subregulation (1), fifteen minutes is an operational safety margin commonly retained for that purpose.

81. In-flight procedures- aerodrome operating manual

(1) 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 regulation 35.

(2) An instrument approach shall not be continued below 300 m or 1,000 ft above the aerodrome elevation or into the final approach

segment unless the reported visibility or controlling RVR is at or above the aerodrome operating minima.

(3) Where, after entering the final approach segment or after descending below 300 m or 1,000 ft above the aerodrome elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA or DH or MDA or MDH.

(4) An aeroplane shall not continue its approach-to-land at any aerodrome beyond a point at which the limits of the operating minima specified for that aerodrome would be infringed.

82. Meteorological observations

A PIC shall report the runway braking action special air-report or AIREP where the runway braking action encountered is not as good as reported.

83. Hazardous flight conditions

A person who encounters hazardous flight conditions, other than those associated with meteorological conditions, shall report to the appropriate aeronautical station as soon as possible and the reports so rendered shall give such details as may be pertinent to the safety of other aircraft.

84. Flight crew members at duty stations

(1) All flight crew members required to be on flight deck duty shall be at their stations, during the take-off and landing phase of the flight.

(2) During enroute phase of flight, all flight crew members required to be on flight deck duty shall remain at their stations except where their absence is necessary for the performance of duties in connection with the operation of the aeroplane or for physiological needs.

(3) All flight crew members shall keep their seat belts fastened when at their stations.

(4) Where there is a safety harness any flight crew member occupying a pilot's seat shall keep the safety harness fastened during the take-off and landing phases.

(5) All other flight crew members shall keep their safety harnesses fastened during the take-off and landing phases unless the shoulder straps interfere with the performance of their duties, in which case the shoulder straps may be unfastened but the seat belt shall remain fastened.

85. Use of oxygen

(1) All flight crew members, when engaged in performing duties essential to the safe operation of an aeroplane inflight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in regulation 79.

(2) All flight crew members of pressurised aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa shall have available at the flight duty station a quick-donning type of oxygen mask which will readily supply oxygen upon demand.

86. Safeguarding of cabin crew and passengers in pressurised aeroplanes in event of loss of pressurisation

(1) Cabin crew shall be safeguarded so as to ensure reasonable probability of their retaining consciousness during any emergency descent which may be necessary in the event of loss of pressurisation and, in addition, they shall have means of protection to enable them to administer first aid to passengers during stabilised flight following the emergency.

(2) Passengers shall be safeguarded by such devices or operational procedures to ensure reasonable probability of their surviving the effects of hypoxia in the event of loss of pressurisation.

87. In-flight operational instruction

Operational instructions involving a change in the ATS flight plan

shall, when practicable, be coordinated with the appropriate ATS unit before transmission to the aeroplane.

88. Instrument flight procedures

(1) A PIC shall comply with instrument approach procedures designed to support instrument approach operations approved and promulgated by the authority in the Aeronautical Information Publication to serve each instrument runway or aerodrome utilised for instrument flight operations for aerodromes located in Uganda.

(2) An Operator shall not operate an aeroplane in accordance with Instrument Flight Rules unless the operator complies with the instrument flight procedures approved by the State in which the aerodrome is located.

89. Instrument flight rules take -off minima

Unless otherwise authorised by the authority, a pilot operating an aircraft in commercial air transport operations shall not accept a clearance to take off from an aerodrome under Instrument Flight Rules unless weather conditions are at or above—

- (a) for aircraft, having two engines or less 1,500 m;
- (b) for aircraft having more than two engines 800 m.

90. Instrument approach procedures and Instrument Flight Rules landing minima

(1) A PIC shall not make an instrument approach at an airport except in accordance with Instrument Flight Rules weather minima and instrument approach procedures set out in the AOC holder's operations specifications.

(2) One or more instrument approach procedures designed in accordance with the classification of instrument approach and landing operations shall be approved and promulgated by the authority in which the aerodrome is located to serve each instrument runway or

aerodrome utilised for instrument flight operations.

(3) An aeroplane operated in accordance with Instrument Flight Rules shall comply with the instrument flight procedures approved by the authority in which the aerodrome is located.

91. Compliance with visual and electronic glide slopes

(1) A PIC of an aircraft approaching to land on a runway served by a visual approach slope indicator or precision approach path indicator shall maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing.

(2) A PIC of a turbojet, turbofan, or a large aircraft approaching to land on a runway served by an instrument landing system shall fly that aircraft at or above the glide slope from the point of interception of the glide slope to the decision height.

92. Commencing an instrument approach

(1) A pilot shall not continue an approach past the final approach fix, or where a final approach fix is not used, begin the final approach segment of an instrument approach procedure, at any aerodrome unless—

- (a) a source approved by the authority issues a weather report for that aerodrome;
- (b) the latest weather report for that aerodrome indicates the visibility to be equal to or more than the visibility minima prescribed for that procedure; and
- (c) for instrument approach and landing operations, 800 m visibility should not be authorised unless RVR information is provided.

(2) Where a pilot begins the final approach segment of an instrument approach procedure and subsequently receives a weather report indicating below minimum conditions, the pilot may continue the approach to decision height or minimum descent altitude.

- (3) For the purpose of this regulation, the final approach

segment begins at the final approach fix or facility prescribed in the instrument approach procedure.

(4) Where a final approach fix is not prescribed for a procedure that includes a procedure turn, the final approach segment begins at the point where the procedure turn is completed and the aircraft is established inbound towards the aerodrome on the final approach course within the distance prescribed in the procedure.

93. Threshold crossing height for precision approaches

An operator shall establish operational procedures designed to ensure that the aircraft being used to conduct precision approaches crosses the threshold by a safe margin with the aircraft in the landing configuration and altitude.

94. Operation below decision height or minimum descent altitude

(1) A pilot shall not, where a decision height or minimum descent altitude is applicable, operate an aircraft at any aerodrome below the authorised minimum descent altitude, or continue an approach below the authorised decision height unless—

- (a) the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal manoeuvres;
- (b) a descent rate shall allow touchdown to occur within the touchdown zone of the runway of intended landing;
- (c) the flight visibility is not less than the visibility prescribed in the standard instrument approach being used; and
- (d) at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot—
 - (i) the approach light system, except that the pilot shall not descend below 100 ft above the touchdown zone elevation using the approach lights as a reference

unless the red terminating bars or the red side row bars are also distinctly visible and identifiable;

- (ii) threshold or the threshold markings;
- (iii) threshold lights;
- (iv) the runway end identifier lights;
- (v) the visual approach slope indicator system or precision approach path indicator;
- (vi) the touchdown zone or touchdown zone markings;
- (vii) the touchdown zone lights;
- (viii) the runway or runway markings; or
- (ix) the runway lights.

(2) The visual references set out in subregulation (1)(d) shall not apply to Category II and III operations.

(3) The required visual references under Category II and III operations shall be provided in the AOC holder's operations specifications or a specific approval issued by the authority.

95. Landing during instrument meteorological conditions

A pilot operating an aircraft shall not land that aircraft when the flight visibility is less than the visibility prescribed by the authority in the standard instrument approach procedure being used.

96. Execution of a missed approach procedure

A pilot operating an aircraft shall immediately execute an appropriate missed approach procedure where either of the following conditions exist—

- (a) whenever the required visual reference criteria is not met in the following situations—

- (i) when the aircraft is being operated below minimum descent altitude or MDA; or
 - (ii) upon arrival at the missed approach point, including a DH where a DH is specified and its use is required, and at any time after that until touchdown; or
- (b) whenever an identifiable part of the aerodrome is not distinctly visible to the pilot during a circling manoeuvre at or above MDA, unless the inability to see an identifiable part of the aerodrome results only from a normal bank of the aircraft during the circling approach.

97. Minimum altitudes for use of autopilot

(1) Except as provided in subregulations (2),(3) and (4) , a person shall not use an autopilot en route, including climb and descent, at an altitude above the terrain that is less than twice the maximum altitude loss specified in the aircraft flight manual for malfunction of the autopilot under cruise conditions, or less than 500 ft, whichever is higher.

(2) When using an instrument approach facility, a person shall not use an autopilot at an altitude above the terrain that is less than twice the maximum altitude loss specified in the aircraft flight manual for a malfunction of the autopilot under approach conditions, or less than 50 ft below the approved minimum descent altitude or decision height for the facility, whichever is higher, except—

- (a) when reported weather conditions are less than the basic visual flight rules or VFR weather conditions as specified in the Civil Aviation (Rules of the Air) Regulations, 2020 and the Civil Aviation (Air Traffic Services) Regulations, 2022, a person shall not use an autopilot with an approach coupler for instrument landing system approaches at an altitude above the terrain that is less than 50 ft higher than the maximum altitude loss specified in the aircraft flight manual for the malfunction of the autopilot with approach coupler under approach conditions; and

- (b) when reported weather conditions are equal to or better than the basic VFR minima as specified in the Civil Aviation (Rules of the Air) Regulations, 2020 and the Civil Aviation (Air Traffic Services) Regulations, 2022, a person shall not use an autopilot with an approach coupler for instrument landing system approaches at an altitude above the terrain that is less than the maximum altitude loss specified in the aircraft flight manual for the malfunction of the autopilot with approach coupler under approach conditions, or 50 ft, whichever is higher.

(3) Notwithstanding subregulation (1) or (2), the authority shall issue operation specifications to allow the use, to touchdown, of an approved flight control guidance system with automatic capability, in any case in which—

- (a) the system does not contain any altitude loss or above zero specified in the aircraft flight manual for malfunction of the autopilot with approach coupler; and
- (b) the authority finds that the use of the system to touchdown will not otherwise affect the safety standards required by this regulation.

(4) Notwithstanding subregulation (1), the authority shall issue operation specifications to allow the use of an approved autopilot system with automatic capability below the altitude specified in subregulation (1) during the take-off and initial climb phase of flight provided—

- (a) the aircraft flight manual specifies a minimum altitude engagement certification restriction;
- (b) the system is not engaged prior to the minimum engagement certification restriction specified in the aircraft flight manual or an altitude specified by the authority, whichever is higher; and

- (c) the authority finds that the use of the system will not otherwise affect the safety standards required by this regulation.

(5) Unless otherwise specified in an air traffic control instruction, to avoid unnecessary airborne collision avoidance system or ACAS II resolution advisories in aircraft at or approaching adjacent altitudes or flight levels, an operator shall specify procedures by which an aeroplane climbing or descending to an assigned altitude or flight level, especially with an autopilot engaged, may do so at a rate less than 8 m/sec or 1,500 ft/min depending on the instrumentation available throughout the last 300 m or 1,000 ft of climb or descent to the assigned level when the pilot is made aware of another aircraft at or approaching an adjacent altitude or flight level.

98. Minimum flight altitudes

(1) An operator shall be permitted to establish minimum flight altitudes for those routes flown for which minimum flight altitudes have been established by the State flown over, provided that minimum flight altitudes shall not be less than those established by that State.

(2) An operator shall specify the procedure intended to determine minimum flight altitudes for operations conducted over routes for which minimum flight altitudes have not been established by the State flown over and shall include this procedure in the operations manual.

(3) The minimum flight altitudes determined in accordance with subregulation (2), shall not be lower than specified in the Civil Aviation (Rules of Air) Regulations, 2020.

(4) The operator shall submit to the authority for approval such method only after careful consideration of the probable effects of the following factors on the safety of the operation in question—

- (a) the accuracy and reliability with which the position of the aeroplane can be determined;

- (b) the inaccuracies in the indications of the altimeters used;
- (c) the characteristics of the terrain;
- (d) the probability of encountering unfavourable meteorological conditions;
- (e) possible inaccuracies in aeronautical charts; and
- (f) airspace restrictions.

99. Receiver failure

(1) Where an aircraft radio station is unable to establish communication due to receiver failure, that aircraft shall transmit—

- (a) reports at the scheduled times, or positions, on the frequency in use, preceded by the phrase “TRANSMITTING BLIND DUE TO RECEIVER FAILURE”; and
- (b) the intended message, following this by a complete repetition, during this procedure, the aircraft shall also advise the time of its next intended transmission.

(2) An aircraft which is provided with air traffic control service or advisory service shall, in addition to complying with subregulation (1), transmit information regarding the intention of the PIC with respect to the continuation of the flight of the aircraft.

(3) Where a PIC is unable to establish communication due to airborne equipment failure, he or she shall, when the aircraft is so equipped, select the appropriate Secondary Surveillance Radar (SSR) code 7600 to indicate radio failure.

100. Aeroplane operating procedures for noise abatement

(1) An operator shall comply with noise abatement procedures for the aeroplane operations as specified in the Civil Aviation (Construction of Instrument Flight Procedures) Regulations, 2020.

- (2) Noise abatement procedures specified by the operator for

any one aeroplane type shall be the same for all aerodromes, unless otherwise specified.

101. Aeroplane operating procedures for rates of climb, descent and landing

(1) Unless otherwise specified in an air traffic control instruction, to avoid unnecessary airborne collision avoidance system or ACAS II, resolution advisories in an aircraft at or approaching adjacent altitudes or flight levels, an operator shall—

- (a) specify procedures by which an aeroplane climbing or descending to an assigned altitude or flight level, especially with an autopilot engaged; and
- (b) do so at a rate less than 8 m/sec or 1,500 ft/min, depending on the instrumentation available throughout the last 300 m or 1,000 ft of climb or descent to the assigned level when the pilot is made aware of another aircraft at or approaching an adjacent altitude or flight level.

(2) An approach to land shall not be continued below 300 m or 1,000 ft above aerodrome elevation unless the PIC is satisfied that, with the runway surface condition information available, the aeroplane performance information indicates that a safe landing can be made.

102. Duties of PIC

The PIC shall—

- (a) be responsible for the safety of all crew members, passengers and cargo on board when the doors are closed;
- (b) be responsible for the operation and safety of the aeroplane from the moment the aeroplane is ready to move for the purpose of taking off until when the aeroplane finally comes to rest at the end of the flight and the engine or engines used as primary propulsion units are shut down;
- (c) ensure that the checklists specified in regulation 31 are

complied with in detail;

- (d) be responsible for notifying the nearest appropriate authority by the quickest available means of any accident involving the aeroplane, resulting in serious injury or death of any person or substantial damage to the aeroplane or property;
- (e) be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight;
- (f) submit to the authority a report of any accident which occurred while that PIC was responsible for the flight; and
- (g) be responsible for the journey log book or the general declaration containing the information listed in the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022.

103. Duties of flight operations officer or flight dispatcher

(1) A flight operations officer or flight dispatcher in conjunction with a method of control and supervision of flight operations and in accordance with regulation 26 shall—

- (a) assist the PIC in flight preparation and provide the relevant information;
- (b) assist the PIC in preparing the operational and ATS flight plans, sign where applicable and file the ATS flight plan with the appropriate ATS unit;
- (c) furnish the PIC while in flight, by appropriate means, with information which may be necessary for the safe conduct of the flight; and
- (d) notify the appropriate ATS unit when the position of the aeroplane cannot be determined by an aircraft tracking capability, and attempts to establish communication are

unsuccessful.

- (2) In the event of an emergency, a flight operations officer or flight dispatcher shall—
 - (a) initiate such procedures as outlined in the operations manual while avoiding taking any action that would conflict with ATC procedures;
 - (b) convey safety-related information to the PIC that may be necessary for the safe conduct of the flight, including information related to any amendments to the flight plan that become necessary in the course of the flight; and
 - (c) notwithstanding paragraphs (a) and (b), the PIC shall convey similar information to the flight operations officer or flight dispatcher during the course of the flight in emergency situations.

104. Additional requirements for operations by aeroplanes with turbine engines beyond sixty minutes to an en-route alternate aerodrome including Extended Diversion Time Operations (EDTO)

- (1) The requirements for operations beyond sixty minutes to en-route alternate aerodrome including EDTO include the following—
 - (a) operators conducting operations beyond sixty minutes from a point on a route to an en-route alternate aerodrome shall ensure that—
 - (i) for all aeroplanes—
 - (aa) en-route alternate aerodromes are identified; and
 - (ab) the most up-to-date information is provided to the flight crew on identified en-route alternate aerodromes, including operational status and meteorological conditions;

- (ii) for aeroplanes with two turbine engines, the most up-to-date information provided to the flight crew indicates that conditions at identified en-route alternate aerodromes will be at or above the operator's established aerodrome operating minima for the operation at the estimated time of use.

(2) In addition to the requirements specified in subregulation (1), an operator shall ensure that the following are taken into account and provide the overall level of safety intended by these Regulations—

- (a) operational control and flight dispatch procedures;
- (b) operating procedures; and
- (c) training programs.

105. Requirements for extended diversion time operations

(1) An aeroplane with two or more turbine engines shall not be operated, unless the authority has issued a specific approval for EDTO on a route where the diversion time to an en-route alternate aerodrome from any point on the route, calculated in ISA and still-air conditions at the one-engine-inoperative cruise speed for aeroplanes with two turbine engines and at the all engines operating cruise speed for aeroplanes with more than two turbine engines, exceeds a threshold time established for such operations by the authority.

(2) The specific approval shall identify the applicable threshold time established for each particular aeroplane and engine combination.

(3) On issuing the specific approval for EDTO, the authority shall specify the maximum diversion time granted to the operator for each particular aeroplane and engine combination.

(4) When specifying the appropriate maximum diversion time for the operator of a particular aeroplane type engaged in EDTO, the authority shall ensure that—

- (a) for all aeroplanes, the most limiting EDTO significant

system time limitation, if any, indicated in the aeroplane flight manual (directly or by reference) and relevant to that particular operation is not exceeded; and

- (b) for aeroplanes with two turbine engines, the aeroplane is EDTO certified.

(5) Notwithstanding the provisions of subregulation (6)(a), the authority may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve operations beyond the time limits of the most time-limited system.

(6) The specific safety risk assessment as provided in subregulation (5) shall include—

- (a) capabilities of the operator;
- (b) overall reliability of the aeroplane;
- (c) reliability of each time-limited system;
- (d) relevant information from the aeroplane manufacturer; and
- (e) specific mitigation measures.

(7) For aeroplanes engaged in EDTO, the additional fuel required under regulation 76 (3)(f)(ii) shall include the fuel necessary to comply with the EDTO critical fuel scenario as established by the authority.

(8) A flight shall not proceed beyond the threshold time in accordance with subregulation (1) unless the identified en-route alternate aerodromes have been re-evaluated for availability and the most up-to-date information indicates that, during the estimated time of use, conditions at those aerodromes shall be at or above the operator's established aerodrome operating minima for the operation.

(9) Where any conditions are identified that would preclude a safe approach and landing at that aerodrome during the estimated time of use, an alternative course of action shall be determined by the operator.

(10) The authority shall, when specifying maximum diversion times for aeroplanes with two turbine engines, ensure that the following are taken into account in providing the overall level of safety intended by the provisions of the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022—

- (a) reliability of the propulsion system;
- (b) airworthiness certification for EDTO of the aeroplane type; and
- (c) EDTO maintenance programme.

(11) The State of operator of an aeroplane type with two turbine engines which, prior to 25th March, 1986, was authorised to operating on a route where the flight time at one-engine-inoperative cruise speed to a non-route alternate aerodrome exceeds the threshold time established for such operations in accordance with subregulation (1) shall give consideration to permitting such an operation to continue on that route after that date.

(12) An AOC holder shall not conduct operations beyond the threshold distance determined in accordance with this regulation, unless approved by the authority.

(13) Prior to conducting an extended diversion time operation flight, an AOC holder shall ensure that a suitable EDTO en route alternate is available, within either the approved diversion time or a diversion time based on minimum equipment list generated serviceability status of the aeroplane, whichever is shorter.

106. Maximum distance from an adequate aerodrome for two-engine aeroplanes without an EDTO specific approval

(1) Unless specifically granted an EDTO specific approval by the authority, an AOC holder shall not operate a twin engine aeroplane over a route which contains a point further from an adequate aerodrome than, in the case of—

- (a) large, turbine engine powered aeroplanes the distance flown in sixty minutes at the one-engine-inoperative cruise speed determined in accordance with subregulation (2) with either—
 - (i) a maximum approved passenger seating configuration of twenty or more; or
 - (ii) a maximum take-off mass of 45,360 kilograms or more;
- (b) reciprocating engine powered aeroplanes—
 - (i) the distance flown in one hundred and twenty minutes at the one-engine-inoperative cruise speed determined in accordance with subregulation (2); or
 - (ii) 300 nautical miles, whichever is less.

(2) An AOC holder shall determine a speed for the calculation of the maximum distance to an adequate aerodrome for each two-engine aeroplane type or variant operated, not exceeding V_{mo} based upon the true airspeed that the aeroplane can maintain with one-engine-inoperative under the following conditions—

- (a) International Standard Atmosphere;
- (b) level flight—
 - (i) for turbine engine powered aeroplanes at—
 - (aa) flight level 170; or
 - (bb) at the maximum flight level to which the

aeroplane, with one engine inoperative, can climb, and maintain, using the gross rate of climb specified in the aeroplane flight manual, whichever is less;

- (ii) for propeller driven aeroplanes—
 - (aa) flight level 80; or
 - (bb) at the maximum flight level to which the aeroplane, with one engine inoperative, can climb, and maintain, using the gross rate of climb specified in the aeroplane flight manual, whichever is less;
- (iii) maximum continuous thrust or power on the remaining operating engine;
- (iv) an aeroplane mass not less than that resulting from—
 - (aa) take-off at sea-level at maximum take-off mass until the time elapsed since take-off is equal to the applicable threshold prescribed in subregulation (1);
 - (bb) all engines climb to the optimum long range cruise altitude until the time elapsed since take-off is equal to the applicable threshold prescribed in subregulation (1); and
 - (cc) all engines cruise at the long range cruise speed at this altitude until the time elapsed since take-off is equal to the applicable threshold prescribed in subregulation (1).

(3) An AOC holder shall ensure that the following data, specific to each type or variant, is included in the Operations Manual—

- (a) the one-engine-inoperative cruise speed determined in

accordance with subregulation (2); and

- (b) the maximum distance from an adequate aerodrome determined in accordance with subregulations (1) and (2).

(4) The speeds and altitudes specified in this regulation shall be used for establishing the maximum distance from an adequate aerodrome.

107. Carry-on baggage

An operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.

108. Additional requirements for single pilot operations under the Instrument Flight Rules or at night

(1) An aeroplane shall not be operated under IFR or at night by a single pilot unless approved by the authority .

(2) An aeroplane shall not be operated under IFR or at night by a single pilot unless—

- (a) the flight manual does not require a flight crew of more than one;
- (b) the aeroplane is propeller-driven;
- (c) the maximum approved passenger seating configuration is not more than 9 passengers;
- (d) the maximum certificated take-off mass does not exceed 5,700 kilograms;
- (e) the aeroplane is equipped as described in the Civil Aviation (Aircraft Instruments and Equipment) Regulations, 2022; and
- (f) the PIC has satisfied the requirements of experience, training, checking and recency described in regulation

109. Managing fatigue-related safety risks

An Operator shall manage fatigue-related safety risks, in accordance with the Civil Aviation (Fatigue Management) Regulations, 2022.

PART IV—AEROPLANE PERFORMANCE
OPERATING LIMITATIONS

110. General provisions

(1) An operator shall operate an aeroplane in accordance with a comprehensive and detailed code of performance as established in the aircraft flight manual and in compliance with these Regulations.

(2) Except as provided for in regulation 115, single-engine aeroplanes shall only be operated in conditions of weather and light, and over such routes and diversions therefrom, that permit a safe forced landing to be executed in the event of engine failure.

(3) The authority shall ensure that the level of performance specified in subregulation (1) is met as far as practicable for an aircraft and aircraft equipment types of which the prototype is submitted to the appropriate national authorities for certification prior to a date three years after the date of adoption of the airworthiness requirements for such equipment.

111. Performance limitation of aeroplanes above 5,700kilograms certified after 13th June 1960

(1) This regulation is applicable to large aeroplanes certificated after 13th June, 1960.

(2) The level of performance defined by the appropriate parts of the comprehensive and detailed national code for the aeroplanes designated in subregulation (1) shall be at least substantially equivalent to the overall level embodied in these Regulations.

(3) An operator shall operate an aeroplane in compliance with the terms of its certificate of airworthiness and within the approved operating limitations contained in its flight manual.

(4) An operator shall ensure that the general level of safety required by the provisions of these Regulations is maintained under all expected operating conditions, including those not covered specifically by these Regulations.

(5) An operator shall not commence a flight unless the performance information provided in the flight manual, supplemented as necessary with other data acceptable to the authority, indicates that these Regulations can be complied with for the flight to be undertaken.

(6) The factors in subregulation (5) shall be taken into account directly as operational parameters or indirectly by means of allowances or margins, which may be provided in the scheduling of performance data or in the comprehensive and detailed code of performance in accordance with which the aeroplane is being operated.

(7) An operator shall take into account all factors that significantly affect the performance of the aeroplane including—

- (a) the mass of the aeroplane;
- (b) the operating procedures;
- (c) the pressure-altitude appropriate to the elevation of the aerodrome;
- (d) the runway slope;
- (e) the ambient temperature;
- (f) the wind;
- (g) surface conditions of the runway at the expected time of use—presence of snow, slush, water or ice for land planes; and
- (h) water surface condition for seaplanes.

(8) The factors in subregulation (7) shall be taken into account directly as operational parameters or indirectly by means of allowances or margins, which shall be provided in the scheduling of performance data or in the comprehensive and detailed code of performance in accordance with which the aeroplane is being operated.

112. Mass limitations

- (1) The mass of the aeroplane at the start of take-off—
 - (a) shall not exceed the mass at which subregulation (2) is complied with, or the mass at subregulations (5), (6) and (7) are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying subregulations (6) and (7) and, in respect of alternate aerodromes, subregulations (1)(c) and (7);
 - (b) shall not exceed the maximum take-off mass specified in the flight manual for the pressure-altitude appropriate to the elevation of the aerodrome, and, where used as a parameter to determine the maximum take-off mass, any other local atmospheric condition;
 - (c) shall not exceed the estimated mass for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure-altitude appropriate to the elevation of those aerodromes, and where used as a parameter to determine the maximum landing mass, any other local atmospheric condition; or
 - (d) at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, shall not exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification standards in the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022

unless otherwise authorised in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated.

(2) During take-off, the aeroplane shall be able, in the event of a critical engine failing, or for other safety reasons, at any point in the take-off, either to discontinue the take-off and stop within the accelerate-stop distance available, or to continue the takeoff and clear all obstacles along the flight path by an adequate vertical or horizontal distance until the aeroplane is in a position to comply with subregulation (6).

(3) When determining the resulting take-off obstacle accountability area, the operator shall take into account the operating conditions, such as the crosswind component and navigation accuracy.

(4) In determining the length of the runway available, the operator shall take into account the loss, if any, of runway length due to alignment of the aeroplane prior to take-off.

(5) During en route operations with one engine the aeroplane shall, in the event of the critical engine becoming inoperative at any point along the route or planned diversions there from, be able to continue the flight to an aerodrome at which the requirement of subregulation (7) can be met without flying below the minimum flight altitude at any point.

(6) During en route operations with two engines, in the case of aeroplanes having three or more engines, on any part of a route where the location of en-route alternate aerodromes and the total duration of the flight are such that the probability of a second engine becoming inoperative shall be allowed for if the general level of safety implied by the requirements of these Regulations is to be maintained, the aeroplane shall, in the event of any two engines becoming inoperative, be able to continue the flight to an en-route alternate aerodrome and land.

(7) During landing, the PIC shall, at the aerodrome of intended landing and at any alternate aerodrome, after clearing all obstacles in the approach path by a safe margin, be able to land, with assurance that it can come to a stop or, for a seaplane, to a satisfactorily low speed, within the landing distance available.

(8) Allowance shall be made for expected variations in the approach and landing techniques, if such allowance has not been made in the scheduling of performance data.

113. Obstacle Data

(1) The authority shall provide obstacle data to enable an operator to develop procedures to comply with these Regulations.

(2) The operator shall take into account of charting accuracy when assessing compliance with regulation 114(2).

114. Additional requirements for operations of single-engine turbine -powered aeroplanes at night or in instrument meteorological conditions or IMC

(1) In approving operations by single-engine turbine-powered aeroplanes at night or in IMC, the authority shall ensure that the airworthiness certification of an aeroplane is appropriate and that the overall level of safety intended by of these Regulations, Schedule 2 to these Regulations and the Civil Aviation (Airworthiness of Aircraft) Regulation, 2022 as provided by—

- (a) the reliability of the turbine engine;
- (b) the operator's maintenance procedures, operating practices, flight dispatch procedures and crew training programs; and
- (c) equipment and other requirements provided in accordance with the Civil Aviation (Aircraft Instruments and Equipment) Regulations, 2022.

(2) All single-engine turbine-powered aeroplanes operated at night or in IMC shall have an engine trend monitoring system, and

aeroplanes for which the individual certificate of airworthiness is first issued on or after 1st January, 2005 shall have an automatic trend monitoring system.

115. Aeroplanes instruments, equipment and flight documents

An operator shall not operate an aeroplane unless it complies with the requirements specified in the Civil Aviation (Aircraft Instruments and Equipment) Regulations, 2022.

PART V—AEROPLANE FLIGHT CREW

116. Composition of flight crew

(1) An operator shall not operate an aeroplane unless the number and composition of the flight crew is as specified in the approved operations manual.

(2) Subject to subregulation (1), the flight crew shall include flight crew members in addition to the minimum numbers specified in the flight manual or other documents associated with the certificate of airworthiness, when necessitated by considerations related to the type of aeroplane used, the type of operation involved and the duration of flight between points where flight crew are changed.

117. Radio Operator

A flight crew shall include at least one member who holds a valid license, issued or rendered valid by the State of Registry, authorising operation of the type of radio transmitting equipment to be used.

118. Flight engineer

Where a separate flight engineer's station is incorporated in the design of an aeroplane, the flight crew shall include at least one flight engineer assigned to that station, unless the duties associated with that station can be satisfactorily performed by another flight crew member, holding a flight engineer license, without interference with regular duties.

119. Flight navigator

Where a separate flight navigator is required by the State of Registry, the flight crew shall include at least one member who holds a flight navigator licence in all operations, as determined by the authority, navigation necessary for the safe conduct of the flight cannot be adequately accomplished by the pilots from the pilot station.

120. One pilot qualified to perform flight engineer functions

An air operator certificate holder shall ensure that, on all flights requiring a flight engineer, there is assigned at least one other flight crew member qualified to perform the flight engineer duties in the event the flight engineer becomes incapacitated.

121. Flight crew member emergency duties

(1) An operator shall, for each type of aeroplane, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation.

(2) Annual training in accomplishing functions in subregulation (1) shall be contained in the operator's training programme and shall include instruction in the use of all emergency and life-saving equipment required to be carried, and drills in the emergency evacuation of the aeroplane.

122. Flight crew member training programmes

(1) An operator shall establish and maintain a ground and flight training programme, approved by the authority in accordance with the Civil Aviation (Air Operator Certification and Administration) Regulations, 2021, which ensures that all flight crew members are adequately trained to perform their assigned duties.

(2) The training programme established under subregulation (1) shall—

- (a) include ground and flight training facilities and properly qualified instructors as determined by the authority;

- (b) consist of ground and flight training in the type of aeroplane on which the flight crew member serves;
 - (c) include proper flight crew coordination and training in all types of emergency and abnormal situations or procedures caused by engine, airframe or systems malfunctions, fire or other abnormalities;
 - (d) include upset prevention and recovery training;
 - (e) include training in knowledge and skills related to visual and instrument flight procedures for the intended area of operation, charting, human performance including threat and error management and in the transport of dangerous goods;
 - (f) ensure that all flight crew members know the functions for which they are responsible and the relation of these functions to the functions of other crew members, particularly in regard to abnormal or emergency procedures; and
 - (g) be undertaken on a recurrent basis, as determined by the authority and shall include an assessment of competence.
- (3) The requirement for recurrent flight training in a particular type of aeroplane shall be considered fulfilled by—
- (a) the use, to the extent deemed feasible by the authority, of flight simulation training devices approved by that State for that purpose; or
 - (b) the completion within the appropriate period of the proficiency check required by regulation 135 in that type of aeroplane.

123. Duties during critical phases of flight

A flight crew member shall not—

- (a) perform any duties during a critical phase of flight except duties required for the safe operation of the aircraft; and

- (b) engage in any activity during a critical phase of flight which may distract or interfere with the performance of that flight crew member's assigned duties.

124. Manipulation of controls

(1) A PIC shall not allow an unqualified person to manipulate the controls of an aircraft during commercial air transport operations.

(2) A person shall not manipulate the controls of an aircraft during commercial air transport operations unless the person is qualified to manipulate the controls and is authorised to do so by the air operator certificate holder.

125. Access for aircraft inspection

(1) An operator shall give an inspector free and uninterrupted access to the aircraft, including the cockpit, when an inspector from the authority presents valid aviation safety inspector credentials to the PIC in order to conduct an inspection.

(2) Notwithstanding subregulation (1), the PIC may refuse an inspector access to the cockpit if, in his or her opinion, the safety of the aircraft may be endangered.

126. Admission to cockpit

(1) A PIC shall not admit any person to the cockpit of an aircraft engaged in commercial air transport operations unless the person being admitted is—

- (a) an operating crew member;
- (b) an authorised person responsible for certification, licensing or inspection;
- (c) a person authorised by the authority with the approval of the operator; or
- (d) permitted and carried in accordance with instructions contained in the operations manual.

(2) A PIC shall not admit any person who is not a flight crew member to the cockpit of an aircraft of maximum certificated mass of over 5,700 kilograms unless there is a seat available in the passenger compartment for use by the person to be admitted in the cockpit.

(3) A PIC shall ensure that—

- (a) in the interest of safety, admission to the cockpit does not cause distraction to the flight crew or interfere with the flight's operations; and
- (b) all persons carried in the cockpit are made familiar with the relevant safety procedures.

127. Recent experience of pilot -in-command and co-pilot

(1) An operator shall not assign a PIC or a co-pilot to operate at the flight controls of a type or variant of a type of aeroplane during take-off and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding ninety days on the same type of aeroplane or in a flight simulator approved for the purpose.

(2) Where a PIC or a co-pilot is flying several variants of the same type of aeroplane or different types of aeroplanes with similar characteristics in terms of operating procedures, systems and handling, the authority shall decide under which conditions the requirements of subregulation (1) for each variant or each type of aeroplane can be combined.

(3) The take-offs and landings required by subregulation (1) may be performed in a visual synthetic flight trainer approved by the authority to include take-off and landing manoeuvres and any person who fails to make the 3 required take-offs and landings within any consecutive ninety day period shall re-establish recency of experience as provided in this regulation.

(4) In addition to meeting all applicable training and checking requirements of these Regulations, a flight crew member who has not met the requirements of subregulation (1) shall re-establish recency of experience as follows—

- (a) under the supervision of a check pilot, make at least 3 take-offs and landings in the type of aircraft in which that person is to serve or where an advanced synthetic flight trainer is used, the requirements of this regulation shall be met; and
- (b) the take-offs and landings required in this paragraph shall include—
 - (i) at least one take-off with a simulated failure of the most critical engine;
 - (ii) at least one landing from an instrument landing system approach to the lowest instrument landing system minimum authorised for the certificate holder; and
 - (iii) at least one landing to a full stop.

(5) A required flight crew member who performs the manoeuvres prescribed in subregulation (3) in a visual synthetic flight trainer shall—

- (a) have previously logged one hundred hours of flight time in the same aircraft type in which the pilot is to serve; and
- (b) be observed on the first 2 landings made in operations under this Part by an approved check pilot who acts as PIC and occupies a pilot seat and the landings shall be made in weather minima that are not less than those contained in the AOC holder's operation specifications for Category I operations, and shall be

made within forty five days following completion of training in the synthetic flight trainer.

(6) When using a synthetic flight trainer to accomplish any of the requirements of subregulations (1) or (3), a required flight crew member position shall be operated as if in a normal in-flight environment without use of the repositioning features of the synthetic flight trainer.

(7) A check pilot who observes the take-offs and landings prescribed in subregulations (3) and (4) shall certify that the person being observed is proficient and qualified to perform flight duty in operations under these Regulations and may require any additional manoeuvres that are determined necessary to make the certifying statement.

128. Pilot Operating limitations and pairing requirements

(1) Where a co-pilot has fewer than 100 hours of flight time as co-pilot in operations in the aircraft type being flown, and the PIC is not an appropriately qualified check pilot, the PIC shall make all take-offs and landings in the following situations—

- (a) special airports designated by the authority or special airports designated by the AOC holder; and
- (b) in any of the following conditions—
 - (i) the prevailing visibility value in the latest weather report for the airport is at or below 1,200 m;
 - (ii) the Runway Visual Range (RVR) for the runway to be used is at or below 4,000 ft;
 - (iii) the runway to be used has water, snow, slush or similar conditions that may adversely affect aircraft performance;
 - (iv) the braking action on the runway to be used is reported to be less than “good”;

- (v) the crosswind component for the runway to be used is in excess of 15 knots;
- (vi) wind shear is reported in the vicinity of the airport; or
- (vii) any other condition in which the PIC determines to be prudent to exercise the PIC's prerogative.

(2) A person shall not conduct an operation under the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022 unless, for that type of aircraft, either the PIC or the co-pilot has at least seventy five hours of line operating flight time, either as PIC or co-pilot.

(3) The authority may, upon application by the AOC holder, authorise exemptions from the requirements of this regulation by an appropriate amendment to the operations specifications in any of the following circumstances—

- (a) a newly certificated AOC holder does not employ any pilots who meet the minimum requirements of this regulation;
- (b) an existing AOC holder adds to its fleet an aircraft type not before proven;
- (c) for use in its operations; or
- (d) an existing certificate holder establishes a new domicile to which it assigns pilots who will be required to become qualified on the aircraft operated from that domicile.

129. Recent experience of cruise relief pilot

(1) An operator shall not assign a pilot to act in the capacity of cruise relief pilot in a type or variant of a type of aeroplane unless, within the preceding ninety days that pilot has either—

- (a) operated as a PIC, co-pilot or cruise relief pilot on the same type of aeroplane; or

- (b) carried out flying skill refresher training including normal, abnormal and emergency procedures specific to cruise flight on the same type of aeroplane or in a flight simulator approved for the purpose, and has practiced approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane.

(2) Where a cruise relief pilot is flying several variants of the same type of aeroplane or different types of aeroplanes with similar characteristics in terms of operating procedures, systems and handling, the authority shall decide under which conditions the requirements of subregulation (1) for each variant or each type of aeroplane can be combined.

130. PIC, area, route and aerodrome qualification

(1) An operator shall not utilise a pilot as PIC of an aeroplane on a route or route segment for which that pilot is not currently qualified until the pilot has complied with subregulations (2) and (3).

(2) A pilot referred to in subregulation (1) shall demonstrate to the operator an adequate knowledge of—

- (a) the route to be flown, and the aerodromes which are to be used and this shall include knowledge of—
 - (i) the terrain and minimum safe altitudes;
 - (ii) the seasonal meteorological conditions;
 - (iii) the meteorological, communication and air traffic facilities, services and procedures; and
 - (iv) the search and rescue procedures;
- (b) the navigational facilities and procedures, including any long-range navigation procedures, associated with the route along which the flight is to take place;

- (c) procedures applicable to flight paths over heavily populated areas and areas of high air traffic density, obstructions, physical layout, lighting, approach aids and arrival, departure, holding and instrument approach procedures, and applicable operating minima; and
- (d) that portion of the demonstration relating to arrival, departure, holding and instrument approach procedures may be accomplished in an appropriate training device which is adequate for this purpose.

(3) A PIC shall have made an actual approach into each aerodrome of landing on the route, accompanied by a pilot who is qualified for the aerodrome, as a member of the flight crew or as an observer on the flight deck, unless—

- (a) the approach to the aerodrome is not over difficult terrain and the instrument approach procedures and aids available are similar to those with which the pilot is familiar, and a margin to be approved by the authority is added to the normal operating minima, or there is reasonable certainty that approach and landing can be made in visual meteorological conditions;
- (b) the descent from the initial approach altitude can be made by day in visual meteorological conditions;
- (c) the operator qualifies the PIC to land at the aerodrome concerned by means of an adequate pictorial presentation; or
- (d) the aerodrome concerned is adjacent to another aerodrome at which the PIC is currently qualified to land.

(4) The operator shall maintain a record, sufficient to satisfy the authority of the qualification of the pilot and of the manner in which such qualification has been achieved.

(5) The operator shall not continue to utilise a pilot as a PIC

on a route or within an area specified by the operator and approved by the authority unless, within the preceding twelve months, that pilot has made at least one trip as a pilot member of the flight crew, or as a check pilot, or as an observer in the flight crew compartment—

- (a) within that specified area; and
- (b) where appropriate, on any route where procedures associated with that route or with any aerodromes intended to be used for take-off or landing require the application of special skills or knowledge.

(6) In the event that more than twelve months elapse in which a PIC has not made such a trip on a route in close proximity and over similar terrain, within such a specified area, route or aerodrome, and has not practiced such procedures in a training device which is adequate for this purpose, prior to again serving as a PIC within that area or on that route, that pilot shall re-qualify in accordance with sub-regulations (2) and (3).

131. PIC aeronautical experience for small aircraft

An operator shall ensure that—

- (a) a commercial pilot licence holder does not operate as a pilot-in command certificated for single pilot operations unless—
 - (i) when conducting passenger carrying operations under visual flight rules outside a radius of 50 nm from an aerodrome of departure, the pilot has a minimum of five hundred hours total flight time on aeroplanes or holds a valid instrument rating; or
 - (ii) when operating a multi-engine type under instrument flight rules, the pilot has a minimum of seven hundred hours total flight time on aeroplanes which includes four hundred hours as PIC of which one hundred hours have been under IFR including forty hours multi-engine operation; and

- (iii) the four hundred hours referred to in paragraph (ii) are substituted by hours operating as co-pilot on the basis that 2 hours co-pilot is equivalent to one hour as PIC provided that those hours were gained within an established multi-pilot crew system specified in the operations manual in accordance with the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022;
- (b) in addition to paragraph (a)(ii), when operating under IFR as a single pilot, the requirements prescribed in regulation 157 are satisfied; and
- (c) in multi-pilot crew operations, in addition to subparagraph (a), and prior to the pilot operating as PIC, the PIC course specified in the operations manual specified in accordance with the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022 is completed.

132. Co-pilot license requirements

A pilot shall not act as co-pilot of an aircraft in commercial air transport operations unless that pilot holds—

- (a) a commercial pilot licence with appropriate category class and type ratings for the aircraft operated; and
- (b) an instrument rating.

133. Pilot age restriction

A person shall not serve nor shall any air operator certificate holder use a person as a required pilot on an aircraft engaged in international commercial air transport operations when that person has attained the age of sixty five years.

134. PIC licence requirements – turbojet, turboprop or large

aircraft

A pilot shall not act as PIC of a non-turbojet or turbofan small aircraft in commercial air transport operations during—

- (a) instrument flight rules operations unless that pilot holds a CPL with appropriate category and class ratings for the aircraft operated, an instrument rating and meets the experience requirements for the operation; or
- (b) day visual flight rules operations unless that pilot holds a CPL with appropriate category and class ratings for the aircraft operated.

135. Pilot proficiency checks

(1) An operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in a way as to demonstrate the competence of a pilot on each type or variant of a type of aeroplane.

(2) Where an operation is conducted under Instrument Flight Rules, the operator shall ensure that the competence of the pilot to comply with such rules is demonstrated to either a check pilot of the operator or to a representative of the authority

(3) Pilot proficiency checks shall be performed twice within any period of one year.

(4) Any two pilot proficiency checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement.

(5) Flight simulation training devices approved by the authority may be used for those parts of the checks for which they are specifically approved.

(6) Where the operator schedules flight crew on several variants of the same type of aeroplane or different types of aeroplanes with similar characteristics in terms of operating procedures, systems

and handling, the authority shall determine under which conditions the requirements of subregulation (1), for each variant or each type of aeroplane can be combined.

136. Single pilot operations under the Instrument Flight Rules or IFR or at night

(1) An operator shall comply with the experience, recency and training requirements applicable to single pilot operations intended to be carried out under the IFR or at night as specified in these Regulations.

- (2) The PIC shall—
 - (a) for operations under the IFR or at night, have accumulated at least fifty hours flight time on the class of aeroplane, of which at least ten hours shall be as PIC;
 - (b) for operations under the IFR, have accumulated at least twenty five hours flight time under the IFR on the class of aeroplane, which may form part of the fifty hours flight time in paragraph (a);
 - (c) for operations at night, have accumulated at least fifteen hours flight time at night, which may form part of the fifty hours flight time in paragraph (a);
 - (d) for operations under the IFR, have acquired recent experience as a pilot engaged in a single pilot operation under the IFR of—
 - (i) at least 5 IFR flights, including 3 instrument approaches carried out during the preceding ninety days on the class of aeroplane in the single pilot role; or
 - (ii) an IFR instrument approach check carried out on such an aeroplane during the preceding ninety days;

- (e) for operations at night, have made at least 3 take-offs and landings at night on the class of aeroplane in the single pilot role in the preceding ninety days; and
- (f) have successfully completed training programmes that include, in addition to the requirements of regulation 122, passenger briefing with respect to emergency evacuation, autopilot management, and the use of simplified in-flight documentation.

(3) The initial and recurrent flight training and proficiency checks indicated in regulations 122 and 135 shall be performed by the PIC in the single pilot role on the class of aeroplane in an environment representative of the operation.

137. Pilot authorisation in lieu of type rating

The authority may authorise a pilot without a type rating to operate an aircraft requiring a type rating for a period not exceeding sixty days, provided that—

- (a) the applicant has demonstrated to the satisfaction of the authority that an equivalent level of safety can be achieved through the operating limitations on the authorisation;
- (b) the applicant shows that compliance with these Regulations is impracticable for the flight or series of flights;
- (c) the operations—
 - (i) involve only a ferry flight, training to qualify on type or test flight;
 - (ii) are within Uganda, unless by previous agreement with the authority, the aircraft is flown to an adjacent contracting State for maintenance;
 - (iii) are not for compensation or hire unless the compensation or hire involves payment for the use of the aircraft for training; and

- (iv) involve only the carriage of flight crew members considered essential for the flight.

138. Licences required

(1) A person shall not act as PIC or in any other capacity as a required flight crew member of an aircraft—

- (a) registered in Uganda, unless that person carries in his or her personal possession the appropriate and current licence for that flight crew position for that type of aircraft; or
- (b) of foreign registry, unless that person carries in his or her personal possession a valid and current licence for that type of aircraft issued to them by the State of registry.

(2) The flight crew for international and domestic operations shall hold a valid radiotelephony operator licence or endorsement issued or rendered valid by the State of registry, authorising operation of the type of radio transmitting equipment to be used.

139. Pilot qualifications

(1) A person shall not operate an aircraft in commercial air transport or aerial work unless he or she is qualified for the specific operation and in the specific type of aircraft used.

(2) The operator or owner of the aircraft shall ensure that flight crew engaged in civil aviation operations speak and understand the English language.

140. Fitness of crew members

(1) A person shall not act as a crew member at any time when that person is aware of any decrease in the medical fitness which might render him or her unable to safely and properly execute the duties of a crew member.

(2) An operator and the PIC shall be responsible for ensuring that a flight is not—

- (a) commenced if any crew member is incapacitated or unable to perform his or her duties by any cause such as injury, sickness, fatigue, the effects of alcohol or drugs; or
- (b) continued beyond the nearest suitable aerodrome where a 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.

141. Specific approval required for Category II or III operations

(1) A person shall not act as a pilot of an aircraft in Category II or III operations unless—

- (a) in the case of a PIC, the person holds a current Category II or III pilot authorisation for that aircraft type; or
- (b) in the case of a co-pilot, the person is authorised by the State of registry to act in that capacity in that aircraft in Category II or III operations.

(2) An authorisation is not required for an individual pilot of an AOC holder with specific approval for Category II or III operations.

142. Recording of flight time

(1) A pilot shall record and keep details of all flights he or she has flown in a logbook format acceptable to the authority.

(2) An AOC holder—

- (a) may record and maintain details of flights flown by a pilot in an acceptable computerised format; and
- (b) shall make the records of all flights operated by the pilot, including differences and familiarisation training, available on request to the pilot concerned.

(3) The records referred to in subregulations (1) and (2) shall

contain the following information—

- (a) name and address of the holder;
- (b) for each flight—
 - (i) name of the PIC;
 - (ii) date of flight;
 - (iii) place and time of departure and arrival, times to be UTC and block to block;
 - (iv) type, aircraft make, model and variant, aircraft nationality and registration marks of aircraft;
 - (v) single engine or multi-engine;
 - (vi) total time of flight;and
 - (vii) accumulated total time of flight;
- (c) for each synthetic flight trainer or flight and navigation procedures trainers session—
 - (i) type and qualification number of training device;
 - (ii) synthetic training device instruction;
 - (iii) date;
 - (iv) total time of session; and
 - (v) accumulated total time;
- (d) for each pilot function—
 - (i) the PIC;
 - (ii) the co-pilot;
 - (iii) dual;
 - (iv) authorised instructor or authorised examiner; and

- (v) a remarks column to give details of specific functions such as student PIC time, PIC under supervision time, PIC instrument flight time; and
- (e) for operational conditions—
 - (i) night; or
 - (ii) Instrument Flight Rules.
- (4) Logging of time—
 - (a) PIC flight time—
 - (i) the holder of a licence may log as PIC time all of the flight time during which he or she is the PIC;
 - (ii) the applicant for or the holder of a pilot licence may log as PIC time all solo flight time and flight time as student PIC provided that such student PIC time is countersigned by the instructor;
 - (iii) the holder of an instructor rating may log as PIC all flight time during which he acts as an instructor in an aeroplane;
 - (iv) the holder of an examiner's authorisation may log as PIC all flight time during which he or she occupies a pilot's seat and acts as an examiner in an aeroplane;
 - (v) a co-pilot acting as PIC under the supervision of the PIC on an aeroplane on which more than one pilot is required under the certificate of airworthiness of the aeroplane or by these Regulations may log as PIC under supervision flight time, provided the PIC time under supervision is countersigned by the PIC; or
 - (vi) where the holder of a licence carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval

between successive flights does not exceed thirty minutes, such series of flights are to be recorded as a single entry;

- (b) a holder of pilot licence occupying a pilot seat as co-pilot may log all flight time as co-pilot flight time on an aeroplane on which more than one pilot is required under the certificate of airworthiness of the aeroplane;
- (c) a cruise relief co-pilot may log all flight time as co-pilot when occupying a pilot's seat;
- (d) an appropriately rated or authorised instructor shall certify the summary of all instruction time logged by an applicant for a licence or rating as flight instruction, instrument flight instruction, instrument ground time; and
- (e) a co-pilot may log as PIC under supervision flight time flown as PIC under supervision, when all of the duties and functions of PIC on that flight were carried out, such that the intervention of the PIC in the interest of safety was not required, provided that the method of supervision is acceptable to the authority.

(5) A holder of a pilot licence shall without undue delay present his or her flight time record for inspection upon request by an authorised person and carry his or her flight time record logbook with him on all solo cross-country flights as evidence of the required instructor authorisation.

143. Completion of technical log books

A PIC shall ensure that all portions of the technical logbook required under the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022, are completed at the appropriate points before, during and after flight operations.

144. Reporting mechanical irregularities

A PIC shall ensure that all mechanical irregularities occurring during flight time are—

- (a) reported to the operator at the termination of the flight;
- (b) entered in the aircraft logbook and dealt with in accordance with the Minimum Equipment List (MEL) or other approved or prescribed procedure; and
- (c) for commercial air transport operations, entered in the technical log of the aircraft at the end of that flight time.

145. Reporting of facility and navigation aid inadequacies

(1) An operator shall report, without delay, any inadequacy or irregularity of a facility or navigational aid observed in the course of operations to the person responsible for that facility or navigational aid.

(2) Subject to their published conditions of use, aerodromes and their facilities shall be kept continuously available for flight operations during their published hours of operations, irrespective of weather conditions.

146. Pilot privileges and limitations

A pilot shall not conduct flight operations unless the operations are within the privileges and limitations of each licence he or she holds as specified in the Civil Aviation (Personnel Licensing) Regulations, 2022.

147. Flight crew equipment

A flight crew member assessed as fit to exercise the privileges of a license, subject to the use of suitable correcting lenses, shall have a spare set of the correcting lenses readily available when exercising those privileges.

148. Crew Resource Management (CRM) training

(1) A person shall not serve nor shall any AOC holder use a person as a crew member or flight operations officer unless that person has completed the initial crew resource management curriculum

approved by the authority.

(2) An AOC holder shall ensure that all crew members have crew resource management training as part of their initial and annual recurrent training requirements.

(3) A Crew Resource Management (CRM) training program shall include—

- (a) an initial indoctrination or awareness segment;
- (b) a method to provide recurrent practice and feedback; and
- (c) a method of providing continuing reinforcement.

(4) Curriculum topics to be contained in an initial Crew Resource Management (CRM) training course include—

- (a) communications processes and decision behaviour;
- (b) internal and external influences on interpersonal communications;
- (c) barriers to communication;
- (d) listening skills;
- (e) decision making skills;
- (f) effective briefings;
- (g) developing open communications;
- (h) inquiry, advocacy, and assertion training;
- (i) crew self-critique;
- (j) conflict resolution;
- (k) team building and maintenance;
- (l) leadership and fellowship training;
- (m) interpersonal relationships;
- (n) workload management;

- (o) situational awareness;
- (p) how to prepare, plan and monitor task completions;
- (q) workload distribution;
- (r) distraction avoidance;
- (s) individual factors; and
- (t) stress reduction.

149. Initial emergency equipment drills

(1) A person shall not serve nor shall any air operator certificate holder use a person as a crew member unless that person has completed the appropriate initial emergency equipment curriculum and drills for the crew member position approved by the authority for the emergency equipment available on the aircraft to be operated.

(2) A crew member shall complete emergency training during the specified training periods, using the items of installed emergency equipment for each type of aircraft in which that crew member is to serve.

(3) During initial training, a crew member shall perform the following one time emergency drills—

- (a) protective breathing equipment or fire-fighting drill—
 - (i) locate the source of fire or smoke for an actual or simulated fire;
 - (ii) implement procedures for effective crew coordination and communication, including notification of flight crew members about the fire situation;
 - (iii) don and activate installed protective breathing equipment or approved protective breathing equipment simulation device;
 - (iv) manoeuvre in limited space with reduced visibility;
 - (v) effectively use the communication system of an aircraft;

- (vi) identify the class of fire;
 - (vii) select the appropriate extinguisher;
 - (viii) properly remove the extinguisher from the securing device;
 - (ix) prepare, operate and discharge the extinguisher properly; and
 - (x) utilise the correct fire-fighting techniques for type of fire.
- (b) emergency evacuation drill—
- (i) recognise and evaluate an emergency;
 - (ii) assume the appropriate protective position;
 - (iii) command passengers to assume protective position;
 - (iv) implement crew co-ordination procedures;
 - (v) ensure activation of emergency lights;
 - (vi) assess aircraft condition;
 - (vii) initiate evacuation, dependent on signal or decision;
 - (viii) command passengers to release their seatbelts and evacuate;
 - (ix) assess exit and redirect passengers, where necessary, to open exits, including deploying slides and commanding helpers to assist;
 - (x) command the passengers to evacuate at exit and run away from the aircraft;
 - (xi) assist special need passengers, such as handicapped, elderly, and persons in a state of panic; and
 - (xii) actually exit the aircraft or training device using

at least one of the installed emergency evacuation slides.

(4) In the case of an emergency evacuation drill, the crew member may either observe the aircraft exits being opened in the emergency mode and the associated exit slider or raft pack being deployed and inflated, or perform the tasks resulting in the accomplishment of these actions.

(5) An aircraft crew member shall accomplish additional emergency drills during initial and recurrent training, including performing the following emergency drills—

- (a) emergency exit drill—
 - (i) correctly pre-flight each type of emergency exit and evacuation slide or slide raft, if part of cabin crew member's assigned duties;
 - (ii) disarm and open each type of door exit in normal mode;
 - (iii) close each type of door exit in normal mode;
 - (iv) arm each type of door exit in emergency mode;
 - (v) open each type of door exit in emergency mode;
 - (vi) use the manual slide inflation system to accomplish or ensure slide or slide raft inflation;
 - (vii) open each type of window exit; and
 - (viii) remove the escape rope and position it for use;
- (b) hand fire extinguisher drill fighting an actual or a simulated fire is not necessary during this drill—
 - (i) pre-flight each type of hand fire extinguisher;
 - (ii) locate the source of fire or smoke and identify class of fire;

- (iii) select the appropriate extinguisher and remove from securing device;
 - (iv) prepare the extinguisher for use;
 - (v) actually operate and discharge each type of installed hand fire extinguisher;
 - (vi) utilise correct fire-fighting techniques for the type of fire; and
 - (vii) implement procedures for effective crew coordination and communication, including notification of crew members about the type of fire situation.
- (c) emergency oxygen system drill—
- (i) actually operate portable oxygen bottles, including masks and tubing;
 - (ii) verbally demonstrate operation of chemical oxygen generators;
 - (iii) prepare for use and properly operate an oxygen device, including donning and activation;
 - (iv) administer oxygen to self, passengers, and to those persons with special oxygen needs;
 - (v) utilise proper procedures for effective crew coordination and communication;
 - (vi) activate protective breathing equipment;
 - (vii) manually open each type of oxygen mask compartment and deploy oxygen masks;
 - (viii) identify compartments with extra oxygen masks;
 - (ix) implement immediate action decompression procedures; and
 - (x) reset the oxygen system, where applicable;

- (d) flotation device drill—
 - (i) don and inflate life vests;
 - (ii) remove and use flotation seat cushions; and
 - (iii) demonstrate swimming techniques using a seat cushion;
- (e) ditching drill, where applicable, during which ditching drill trainees shall perform the “prior to impact” and “after impact” procedures for a ditching, as appropriate to the specific operator’s type of operation—
 - (i) implement crew coordination procedures, including a briefing with the captain to obtain pertinent ditching information and briefing cabin crew members;
 - (ii) coordinate time-frame for cabin and passenger preparation;
 - (iii) adequately brief passengers on ditching procedures;
 - (iv) ensure the cabin is prepared, including the securing of carry-on baggage, lavatories, and galleys;
 - (v) demonstrate how to properly deploy and inflate slide rafts;
 - (vi) remove, position and attach slide rafts to aircraft;
 - (vii) inflate the rafts;
 - (viii) use escape ropes at over wing exits;
 - (ix) command any helpers to assist;
 - (x) use slides and seat cushions as flotation devices;
 - (xi) remove appropriate emergency equipment from the aircraft;
 - (xii) board rafts properly;

- (xiii) initiate raft management procedures, such as disconnecting rafts from aircraft, applying immediate first aid, rescuing persons in water, salvaging floating rations and equipment, deploying sea anchor, tying rafts together, and activating or ensuring operation of emergency locator transmitter;
- (xiv) initiate basic survival procedures, such as removing and utilising survival kit items, repairing and maintaining raft, ensuring protection from exposure, erecting canopy, communicating location, providing continued first aid, and providing sustenance;
- (xv) use heaving line to rescue persons in the water;
- (xvi) tie slide rafts or rafts together;
- (xvii) use life line on edge of slide raft or raft as a handhold;
and
- (xviii) secure survival kit items.

(6) An aircraft crew member shall accomplish additional emergency drill requirements during initial and recurrent training including observing the following emergency drills—

- (a) life raft removal and inflation drill, if applicable—
 - (i) removal of a life raft from the aircraft or training device; and
 - (ii) inflation of a life raft;
- (b) slide raft transfer drill—
 - (i) transfer each type of slide raft pack from an unusable door to a usable door;
 - (ii) disconnect the slide raft at an unusable door;
 - (iii) redirect passengers to the usable slide raft; and

- (iv) install and deploy the slide raft at a usable door;
- (c) slide and slide raft deployment, inflation, and detachment—
 - (i) engage slide girt bar in floor brackets;
 - (ii) inflate slides with and without quick-release handle, manually and automatically;
 - (iii) disconnect slide from aircraft for use as a flotation device;
 - (iv) arm slide rafts for automatic inflation; and
 - (v) disconnect slide raft from the aircraft; and
- (d) emergency evacuation slide drill—
 - (i) open armed exit with slide or slide raft deployment and inflation; and
 - (ii) egress from aircraft via the evacuation slide and run away to a safe distance.

150. Initial aircraft ground training for flight crew member

(1) A person shall not serve nor shall an air operator certificate holder use a person as a flight crew member unless that person has completed the initial ground training approved by the authority for the aircraft type.

(2) Initial aircraft ground training for flight crew members shall include the pertinent portions of the operations manuals relating to aircraft-specific performance, mass and balance, operational policies, systems, limitations, normal, abnormal and emergency procedures on the aircraft type to be used.

(3) An AOC holder shall have an initial aircraft ground training curriculum for the flight crew applicable to the type of operations conducted and aircraft flown.

(4) Instructions shall include at least the following general subjects—

- (a) AOC holder's dispatch, flight release, or operational control or flight following procedures;
- (b) principles and methods for determining mass and balance, and runway limitations for take-off;
- (c) adverse weather recognition and avoidance, and flight procedures which shall be followed when operating in the following conditions—
 - (i) icing;
 - (ii) fog;
 - (iii) turbulence;
 - (iv) heavy precipitation;
 - (v) thunderstorms;
 - (vi) low-level wind shear and microburst; and
 - (vii) low visibility;
- (d) normal and emergency communications procedures and navigation equipment including the AOC holder's communications procedures and air traffic control clearance requirements;
- (e) navigation procedures used in area departure, en route, area arrival, approach and landing phases;
- (f) approved crew resource management or CRM training;
- (g) air traffic control systems, procedures, and phraseology;
- (h) aircraft performance characteristics during all flight regimes, including—
 - (i) the use of charts, tables, tabulated data and other

related manual information;

- (ii) normal, abnormal, and emergency performance problems;
- (iii) meteorological and weight limiting performance factors, such as temperature, pressure, contaminated runways, precipitation, climb and runway limits;
- (iv) inoperative equipment performance limiting factors, such as Minimum Equipment List (MEL) or configuration deviation list, inoperative antiskid; and
- (v) special operational conditions, such as unpaved runways, high altitude aerodromes and drift down requirements.

(5) An AOC holder shall have an initial aircraft ground training curriculum for the flight crew applicable to the type of operations conducted and aircraft flown, including at least the following aircraft systems—

- (a) aircraft—
 - (i) aircraft dimensions, turning radius, panel layouts, cockpit and cabin configurations; and
 - (ii) other major systems and components or appliances of the aircraft;
- (b) power plants;
 - (i) basic engine description;
 - (ii) engine thrust ratings; and
 - (iii) engine components such as accessory drives, ignition, oil, fuel control, hydraulic and bleed air features;
- (c) electrical—

- (i) sources of aircraft electrical power, such as engine driven generators, auxiliary power unit or APU generator and external power;
- (ii) electrical buses;
- (iii) circuit breakers;
- (iv) aircraft battery; and
- (v) standby power systems;
- (d) hydraulic—
 - (i) hydraulic reservoirs, pumps, accumulators, filters, check valves, interconnects and actuators; and
 - (ii) other hydraulically operated components;
- (e) fuel—
 - (i) fuel tanks, including location and quantities;
 - (ii) engine driven pumps;
 - (iii) boost pumps;
 - (iv) system valves and cross feeds;
 - (v) quantity indicators;
 - (vi) quantity indicators; and
 - (vii) provisions for fuel jettisoning;
- (f) pneumatic—
 - (i) bleed air sources, auxiliary power unit or external ground air; and
 - (ii) means of routing, venting and controlling bleed air via valves, ducts, chambers, and temperature and pressure limiting devices;
- (g) air conditioning and pressurisation—

- (i) heaters, air conditioning packs, fans, and other environmental control devices;
 - (ii) pressurisation system components such as outflow and negative pressure relief valves; and
 - (iii) automatic, standby, manual pressurisation controls and annunciations;
- (h) flight controls—
 - (i) primary controls, including yaw, pitch, and roll devices;
 - (ii) secondary controls, including leading or trailing edge devices, flaps, trim, and damping mechanisms;
 - (iii) means of actuation, whether direct or indirect or fly by wire; and
 - (iv) redundancy devices;
- (i) landing gear—
 - (i) landing gear extension and retraction mechanism including the operating sequence of struts, doors, and locking devices, and brake and antiskid systems, where applicable;
 - (ii) steering, including nose or body steering gear;
 - (iii) bogie arrangements;
 - (iv) air or ground sensor relays; and
 - (v) visual downlock indicators;
- (j) ice and rain protection—
 - (i) rain removal systems;
 - (ii) anti-icing or de-icing systems affecting flight controls, engines; and

- (iii) pitot static probes, fluid outlets, cockpit windows, and aircraft structures;
- (k) equipment and furnishings—
 - (i) exits;
 - (ii) galleys;
 - (iii) water and waste systems;
 - (iv) lavatories;
 - (v) cargo areas;
 - (vi) crew member and passenger seats;
 - (vii) bulkheads;
 - (viii) seating and cargo configurations; and
 - (ix) non-emergency equipment and furnishings;
- (l) navigation equipment—
 - (i) flight directors;
 - (ii) horizontal situation indicator;
 - (iii) radio magnetic indicator;
 - (iv) navigation receivers such as global positioning system, automatic direction finder (ADF), very high frequency omnidirectional radio range (VOR), OMEGA, long range navigation (LORAN-C), area navigation (RNAV), marker beacon, distance measuring equipment (DME);
 - (v) inertial systems such as inertia navigation system (INS) and inertia reference (IRS);
 - (vi) functional displays;

- (vii) fault indications and comparator systems;
 - (viii) aircraft transponders;
 - (ix) radio altimeters;
 - (x) weather radar; and
 - (xi) cathode ray tube or computer-generated displays of aircraft position and navigation information.
- (m) auto flight system—
- (i) autopilot;
 - (ii) auto throttles;
 - (iii) flight director and navigation systems;
 - (iv) automatic approach tracking;
 - (v) auto land; and
 - (vi) automatic fuel and performance management systems.
- (n) flight instruments—
- (i) panel arrangement;
 - (ii) flight instruments, including attitude indicator, directional gyro, magnetic compass, airspeed indicator, vertical speed indicator, altimeters, standby instruments; and
 - (iii) instrument power sources, and instrument sensory sources, such as pitot static pressure;
- (o) display systems—
- (i) weather radar; and
 - (ii) other Cathode Ray Tube (CRT) displays, such as checklist, vertical navigation or longitudinal navigation displays;

- (p) communication equipment—
 - (i) Very High Frequency (VHF) or High Frequency (HF);
 - (ii) audio panels;
 - (iii) in flight interphone and passenger address systems;
 - (iv) voice recorder; and
 - (v) Aircraft Communication Addressing and Reporting System (ACARS);
- (q) warning systems—
 - (i) aural, visual, and tactile warning systems, including the character and degree of urgency related to each signal; and
 - (ii) warning and caution annunciator systems, including ground proximity and take-off warning systems;
- (r) fire protection—
 - (i) fire and overheat sensors, loops, modules, or other means of providing visual or aural indications of fire or overheat detection;
 - (ii) procedures for the use of fire handles, automatic extinguishing systems and extinguishing agents; and
 - (iii) power sources necessary to provide protection for fire and overheat conditions in engines, auxiliary power unit, cargo bay or wheel well, cockpit, cabin and lavatories;
- (s) oxygen—
 - (i) passenger, crew, and portable oxygen supply systems;

- (ii) sources of oxygen such as gaseous or solid;
 - (iii) flow and distribution networks;
 - (iv) automatic deployment systems;
 - (v) regulators, pressure levels and gauges; and
 - (vi) servicing requirements;
- (t) lighting—
- (i) cockpit, cabin, and external lighting systems;
 - (ii) power sources;
 - (iii) switch positions; and
 - (iv) spare light bulb locations;
- (u) lighting—
- (i) cockpit, cabin, and external lighting systems;
 - (ii) power sources;
 - (iii) switch positions; and
 - (iv) spare light bulb locations;
- (v) lighting—
- (i) cockpit, cabin, and external lighting systems;
 - (ii) power sources;
 - (iii) switch positions; and
 - (iv) spare light bulb locations;
- (w) emergency equipment—
- (i) fire and oxygen bottles;
 - (ii) first aid kits;

- (iii) life rafts and life preservers;
- (iv) crash axes;
- (v) emergency exits and lights;
- (vi) slides and slide rafts;
- (vii) escape straps or handles; and
- (viii) hatches, ladders and movable stairs; and
- (x) auxiliary power unit—
 - (i) electric and bleed air capabilities;
 - (ii) interfaces with electrical and pneumatic systems;
 - (iii) inlet doors and exhaust ducts; and
 - (iv) fuel supply.

(6) An AOC holder shall have an initial aircraft ground training curriculum for the flight crew applicable to the type of operations conducted and aircraft flown, including at least the following aircraft systems integration items—

- (a) use of checklist—
 - (i) safety chocks;
 - (ii) cockpit preparation (switch position and checklist flows);
 - (iii) checklist callouts and responses; and
 - (iv) checklist sequence;
- (b) flight planning—
 - (i) performance limitations, including meteorological, weight, minimum equipment list and configuration deviation list items;

- (ii) required fuel loads; and
 - (iii) weather planning, lower than standard take-off minimums or alternate requirements;
- (c) navigation systems—
 - (i) pre-flight and operation of applicable receivers;
 - (ii) onboard navigation systems; and
 - (iii) flight plan information input and retrieval;
- (d) auto flight, autopilot, auto thrust, and flight director systems, including the appropriate procedures, normal and abnormal indications, and enunciators;
- (e) cockpit familiarisation—
 - (i) activation of aircraft system controls and switches to include normal, abnormal and emergency switches; and
 - (ii) control positions and relevant enunciators, lights, or other caution and warning systems.

(7) An AOC holder may have separate initial aircraft ground training curricula of varying lengths and subject emphasis which recognise the experience levels of a flight crew member approved by the authority.

151. Initial flight training for flight crew member

(1) A person shall not serve nor shall an air operator certificate holder use a person as a flight crew member unless that person has completed the initial flight training approved by the authority for the aircraft type.

(2) Initial flight training of a flight crew member shall focus on the manoeuvring and safe operation of the aircraft in accordance with AOC holder's normal, abnormal and emergency procedures.

(3) An AOC holder may have separate initial flight training curriculum which recognise the experience levels of flight crew members approved by the authority.

(4) Initial flight training may be conducted in an appropriate aircraft or adequate synthetic flight trainer—

- (a) having landing capability; and
- (b) qualified for training or checking on circling manoeuvres.

(5) An AOC holder shall ensure that a pilot initial flight training includes at least the following—

- (a) preparation—
 - (i) visual inspection, and use authorised of pictorial display for aircraft with a flight engineer;
 - (ii) pre-taxi procedures; and
 - (iii) performance limitations;
- (b) surface operation—
 - (i) pushback;
 - (ii) power back taxi, where applicable to type of operation to be conducted;
 - (iii) starting;
 - (iv) taxi; and
 - (v) pre-take-off checks;
- (c) take-off—
 - (i) normal;
 - (ii) crosswind;
 - (iii) rejected;

- (iv) power failure after v1; and
 - (v) lower than standard minimum, where applicable to type of operation to be conducted;
- (d) climb—
- (i) normal; and
 - (ii) one-engine inoperative during climb to en route altitude;
- (e) en-route—
- (i) steep turns;
 - (ii) approaches to stalls, take-off, en route, and landing configurations;
 - (iii) in flight power plant shutdown;
 - (iv) in-flight power plant restart;
 - (v) in-flight power plant restart; and
 - (vi) high speed handling characteristics;
- (f) descent—
- (i) normal; and
 - (ii) maximum rate;
- (g) approaches—
- (i) VFR procedures;
 - (ii) visual approach with 50% loss of power on one-engine 2 engines inoperative on 3-engine aircraft for PIC only;
 - (iii) visual approach with slat or flap malfunction;

- (iv) IFR precision approaches such as instrument landing system normal and instrument landing system with one-engine inoperative;
 - (v) IFR non-precision approaches non-directional radio beacon or NDB normal and VHF omni-directional radio range beacon or VOR normal;
 - (vi) non-precision approach with one engine inoperative localiser back course procedures, SDF or localiser type directional aid, a global positioning system, TACAN and circling approach procedures;
 - (vii) missed approach from precision approach;
 - (viii) missed approach from non-precision approach; and
 - (ix) missed approach with engine failure;
- (h) landings—
- (i) normal with a pitch mis-trim small aircraft only;
 - (ii) normal from precision instrument approach;
 - (iii) normal from precision instrument approach with most critical engine inoperative;
 - (iv) normal with 50% loss of power on one side 2 engines inoperative on 3-engine aircraft;
 - (v) normal with flap or slat malfunction;
 - (vi) rejected landings;
 - (vii) crosswind;
 - (viii) manual reversion or degraded control augmentation;
 - (ix) short or soft field small aircraft, land amphibian aircraft only; and
 - (x) glassy or rough water, seaplanes only;

- (i) after landing—
 - (i) parking;
 - (ii) emergency evacuation; and
 - (iii) docking, mooring, and ramping, seaplanes only;
- (j) other flight procedures during any airborne phase—
 - (i) holding;
 - (ii) ice accumulation on airframe;
 - (iii) air hazard avoidance; and
 - (iv) wind shear or microburst;
- (k) normal, abnormal and alternate systems procedures during any phase—
 - (i) pneumatic or pressurisation;
 - (ii) air conditioning;
 - (iii) fuel and oil;
 - (iv) electrical;
 - (v) hydraulic;
 - (vi) flight controls;
 - (vii) anti-icing and de-icing systems;
 - (viii) autopilot;
 - (ix) flight management guidance systems and automatic or other approach and landing aids;
 - (x) stall warning devices, stall avoidance devices, and stability augmentation systems;
 - (xi) airborne weather radar;

- (xii) flight instrument system malfunction;
- (xiii) communications equipment; and
- (xiv) navigation systems;
- (l) emergency systems procedures during any phase—
 - (i) aircraft fires;
 - (ii) smoke control;
 - (iii) power plant malfunctions;
 - (iv) fuel jettison;
 - (v) electrical, hydraulic, pneumatic systems;
 - (vi) flight control system malfunction; and
 - (vii) landing gear and flap system malfunction;
- (m) procedures for upset prevention and recovery training in a flight simulation training device as contained in the Procedures for Air Navigation Services.
- (6) An AOC holder shall ensure that a flight engineer training includes at least the following—
 - (a) training and practice in procedures related to the carrying out of flight engineer duties and functions, where this training and practice may be accomplished either in flight or, in a synthetic flight trainer;
 - (b) training in knowledge and skills related to visual and instrument flight procedures for the intended area of operation, human performance including threat and error management and in the transport of dangerous goods; and
 - (c) a proficiency check as specified in these Regulations.

152. Initial specialised operations training

(1) A person shall not serve nor shall any AOC holder use a person as a flight crew member unless that person has completed the appropriate initial specialised operations training curriculum approved by the authority.

(2) Specialised operations for which initial training curricula shall be developed include—

- (a) low minima operations, including low visibility take-offs and Category II and III operations;
- (b) extended range operations;
- (c) specialised navigation; and
- (d) PIC right seat qualification.

(3) An AOC holder shall provide initial specialised operations training to ensure that each pilot and flight operations officer is qualified in the type of operation in which that person serves and in any specialised or new equipment, procedures and techniques, such as—

- (a) Class II navigation—
 - (i) knowledge of specialised navigation procedures, such as Required Navigation Performance (RNP), Minimum Navigation Performance System (MNPS) and Reduced Vertical Separation Minimum (RVSM); and
 - (ii) knowledge of specialised equipment, such as Inertia Navigation System (INS), Long Range Navigation (LORAN), OMEGA;
- (b) Category II and CAT III operations approaches—
 - (i) special equipment, procedures and practice; and
 - (ii) a demonstration of competency;

- (c) lower than standard minimum take-offs—
 - (i) runway and lighting requirements;
 - (ii) rejected take-offs at or near V1 with a failure of the most critical engine;
 - (iii) taxi operations; and
 - (iv) procedures to prevent runway incursions under low visibility conditions;
- (d) extended range operations with two turbine engine aeroplanes;
- (e) airborne radar approaches; and
- (f) autopilot instead of co-pilot.

153. Aircraft differences training

(1) A person shall not serve nor shall an AOC holder use a person as a crew member on an aircraft of a type for which a differences curriculum is included in the AOC holder's approved training programme, unless that person has satisfactorily completed that curriculum, with respect to both the crew member position and the particular variant of that aircraft.

- (2) An operator shall ensure that a crew member completes—
 - (a) differences training which requires additional knowledge and training on an appropriate training device or the aircraft—
 - (i) when operating another variant of an aircraft of the same type or another type of the same class currently operated; or
 - (ii) when changing equipment procedures on types or variants currently operated.
 - (b) familiarisation training which requires the acquisition of additional knowledge—

- (i) when operating another aircraft of the same type; or
 - (ii) when changing equipment procedures on types of variants currently operated; and
- (c) the operator referred to in subregulation (1) shall specify in the operations manual when such differences training or familiarisation training is required.

(3) An AOC holder shall provide aircraft differences training for flight operations officers when the operator has aircraft variances within the same type of aircraft, which includes at least the following—

- (a) operations procedures—
 - (i) operations under adverse weather phenomena conditions, including clear air turbulence, wind shear, and thunderstorms;
 - (ii) mass and balance computations and load control procedures;
 - (iii) aircraft performance computations, to include take-off mass limitations based on departure runway, arrival runway, and en –route limitations, and also engine-out limitations;
 - (iv) flight planning procedures, to include route selection, flight time, and fuel requirements analysis;
 - (v) dispatch release preparation;
 - (vi) crew briefings;
 - (vii) flight monitoring procedures;
 - (viii) flight crew response to various emergency situations, including the assistance the aircraft flight operations officer can provide in each situation;

- (ix) minimum equipment list and configuration deviation list procedures;
 - (x) manual performance of required procedures in case of the loss of automated capabilities;
 - (xi) training in appropriate geographic areas;
 - (xii) air traffic control and instrument flight rules procedures, to include ground hold and central flow control procedures; and
 - (xiii) radiotelephony procedures; and
- (b) emergency procedures:
- (i) actions taken to aid the flight crew; and
 - (ii) AOC holder and authority notification.

154. Use of synthetic flight trainers

A synthetic flight trainer that is used for flight crew member qualification shall—

- (a) be specifically approved by the authority for the—
 - (i) air operator certificate holder;
 - (ii) type aircraft, including type variations, for which the training or check is being conducted; and
 - (iii) particular manoeuvre, procedure, or flight crew member function involved;
- (b) maintain the performance, functional, and other characteristics that are required for approval;
- (c) be modified to conform with any modification to the aircraft being simulated that results in changes to performance, functional or other characteristics required for approval;

- (d) be given a daily functional pre-flight check before use;
- (e) have a daily discrepancy logbook kept by the appropriate instructor or check pilot at the end of each training or check flight; and
- (f) for initial aircraft type training, be qualified for training and checking on the circling manoeuvre.

155. Aircraft and instrument proficiency checks

(1) A person shall not serve nor shall any AOC holder use a person as a pilot flight crew member unless, since the beginning of the sixth calendar month before that service, that person has passed the proficiency check prescribed by the authority in the make and model of aircraft on which their services are required.

(2) A person shall not serve nor shall any AOC holder use a person as a flight crew member in Instrument Flight Rules (IFR) operations unless, from the beginning of the sixth calendar month before that service, that pilot has passed the instrument competency check prescribed by the authority.

(3) A flight crew member may complete the requirements of subregulations (1) and (2) simultaneously in a make and model of the aircraft.

(4) The completion of an approved operator training programme for the particular aircraft type and the satisfactory completion of a PIC proficiency check, shall satisfy the requirement for an aircraft type rating practical test provided that the proficiency check—

- (a) includes all manoeuvres and procedures required for a type rating practical test; and
- (b) is conducted by an examiner.

(5) Aircraft and instrument proficiency checks for PIC and co-pilot shall include the following operations and procedures listed in Table 6.

TABLE 6 – INSTRUMENT PROFICIENCY CHECK

TYPE OF OPERATION OR PROCEDURE	PIC or Co-Pilot	Notes
Ground Operations		
Preflight inspection	PIC/Co-Pilot	
Taxiing	PIC/Co-Pilot	Both pilots may take simultaneous credit.
Powerplant checks	PIC/Co-Pilot	Both pilots may take simultaneous credit.
Take-offs		
Normal	PIC/Co-Pilot	
Instrument	PIC/Co-Pilot	
Crosswind	PIC/Co-Pilot	
With powerplant failure	PIC/Co-Pilot	
Rejected take-off	PIC/Co-Pilot	Both pilots may take simultaneous credit. May be waived.
Instrument Procedures		
Area departure	PIC/Co-Pilot	May be waived.
Area arrival	PIC/Co-Pilot	May be waived.
Holding	PIC/Co-Pilot	May be waived.
Normal ILS approach	PIC/Co-Pilot	
Engine-out ILS	PIC/Co-Pilot	
Coupled ILS approach	PIC/Co-Pilot	Both pilots may take simultaneous credit

Nonprecision approach	PIC/Co-Pilot	
Second nonprecision approach	PIC/Co-Pilot	
Missed approach from an ILS	PIC/Co-Pilot	
Second missed approach	PIC only	
Circling approach	PIC/Co-Pilot	Only when authorized in the AOC holder's Operations Manual. May be waived.
Inflight Maneuvers		
Steep turns	PIC only	May be waived.
Specific flight characteristics	PIC/Co-Pilot	
Approaches to stalls	PIC/Co-Pilot	May be waived.
Powerplant failure	PIC/Co-Pilot	
2 engine inoperative approach (3 and 4 engine aircraft)	PIC/Co-Pilot	
Normal landing	PIC/Co-Pilot	
Landing from an ILS	PIC/Co-Pilot	
Crosswind landing	PIC/Co-Pilot	
Landing with engine-out	PIC/Co-Pilot	
Landing from circling approach	PIC/Co-Pilot	Only if authorized in Operations Manual. May be waived.
Normal And Non-Normal Procedures	PIC/Co-Pilot	
Rejected landing	PIC/Co-Pilot	
2 engine inoperative landing (3 and 4 engine aircraft)	PIC only	
Other Events	PIC or Co-Pilot	Examiner's discretion.

(6) Examiners or check pilots may waive certain events on the proficiency check based on an assessment of the pilot's demonstrated level of performance.

(7) The oral and flight phases of a proficiency check shall not be conducted simultaneously.

(8) Where the examiner or check pilot determines that the performance of a pilot is unsatisfactory, the examiner or check pilot may terminate the flight immediately.

(9) Where the proficiency check must be terminated for mechanical or other reasons, and there are events which still need to be repeated, the examiner or check pilot shall issue a letter of discontinuance, valid for sixty days, listing the specific areas of operation that have been successfully completed.

(10) At least one of the two annual proficiency checks shall be conducted by an examiner.

(11) The other proficiency check may be conducted by a check pilot or the authority.

156. Introduction of new equipment or procedures

A person shall not serve nor shall an AOC holder use any other person as a flight crew unless the person attends the AOC holder's approved training programme to both the crew member position and the particular variant of that aircraft.

157. Flight engineer proficiency checks

(1) A person shall not serve nor shall any AOC holder use a person as a flight engineer on an aircraft unless within the preceding twelve calendar months he or she has—

- (a) had a proficiency check in accordance with the requirements prescribed by the authority; or

- (b) fifty hours flight time for the AOC holder as flight engineer in the type of aircraft.

(2) Examiners shall include during proficiency checks for flight engineers an oral or written examination of the normal, abnormal, and emergency procedures listed below—

- (a) normal procedures—
 - (i) interior pre-flight;
 - (ii) panel set-up;
 - (iii) fuel load;
 - (iv) engine start procedures;
 - (v) taxi and before take-off procedures;
 - (vi) take-off and climb pressurisation;
 - (vii) cruise and fuel management;
 - (viii) descent and approach;
 - (ix) after landing and securing;
 - (x) crew coordination;
 - (xi) situational awareness;
 - (xii) performance computations; and
 - (xiii) anti-ice and de-ice measures;
- (b) abnormal and emergency procedures—
 - (i) troubleshooting;
 - (ii) knowledge of checklist;
 - (iii) crew coordination;
 - (iv) minimum equipment list or MEL;
 - (v) configuration deviation list or CDL; and
 - (vi) emergency or alternate operation of aircraft flight systems.

158. Supervised line flying- pilots

(1) A pilot initially qualifying as a PIC shall complete a minimum of ten flights performing the duties of a PIC under the supervision of a check pilot.

(2) A PIC transitioning to a new aircraft type shall complete a minimum of 5 flights performing the duties of a PIC under the supervision of an check pilot.

(3) A pilot qualifying for duties other than PIC shall complete a minimum of 5 flights performing those duties under the supervision of a check pilot.

(4) During the time that a qualifying PIC is acquiring operating experience, a check pilot who is also serving as the PIC shall occupy a co-pilot station.

(5) In the case of a transitioning PIC, the check pilot serving as PIC may occupy the observer's seat if the transitioning pilot has made at least 2 take-offs and landings in the type aircraft used, and has satisfactorily demonstrated to the check pilot or examiner that is qualified to perform the duties of a PIC for that type of aircraft.

159. Supervised line flying for flight engineers

A flight engineer who has qualified on a new type rating on an aircraft shall perform the functions of a flight engineer for a minimum of five flights under the supervision of a flight instructor or qualified flight engineer approved by the air operator certificate holder and accepted by the authority.

160. Pilot qualification for route and area checks

(1) A person shall not serve nor shall any AOC holder use a person as a pilot unless, within the preceding twelve months, that person has passed a route check in which the person satisfactorily performed his or her assigned duties in one of the types of aircraft he or she is to fly.

(2) A person shall not perform PIC duties over a designated special operational area that requires a special navigation system or procedures or in EDTO operations unless his or her competency with the system and procedures has been demonstrated to the AOC holder within the past twelve months.

(3) A PIC of an aircraft shall demonstrate special operational competency by navigation over the route or area as PIC under the supervision of a check pilot on an annual basis by demonstrating a knowledge of—

- (a) the terrain and minimum safe altitudes;
- (b) the seasonal meteorological conditions;
- (c) the search and rescue procedures;
- (d) the navigational facilities and procedures, including any long-range navigation procedures, associated with the route along which the flight is to take place;
- (e) procedures applicable to flight paths over heavily populated areas of high air traffic density, obstructions, physical layout, lighting, approach aids and arrival, departure, holding and instrument approach procedures, and applicable operating minima; and
- (f) the meteorological, communication and air traffic facilities, services and procedures.

161. Low minimums authorisation for PIC

Where a PIC has not completed—

- (a) fifteen flights performing PIC duties in an aircraft type, including 5 approaches to landing using Category I or II operations procedures, that PIC shall not plan for or initiate an instrument approach when the ceiling is less than 300 ft and the visibility is less than 2,000 m; and

- (b) twenty flights performing PIC duties in an aircraft including 5 approaches and landing using Category III operations procedures, that PIC shall not plan for or initiate an approach when the ceiling is less than 100 ft or the visibility is less than 400 m Runway Visual Range (RVR).

162. Designated special aerodromes- PIC qualification

(1) The authority may determine that certain aerodromes, due to items such as surrounding terrain obstructions or complex approach or departure procedures are special airport qualifications and that certain areas or routes, or both require a special type of navigation qualification.

(2) A person shall not serve nor shall any AOC holder use a person as PIC for operations at special airport qualifications aerodromes unless within the preceding twelve months the PIC—

- (a) has been qualified by the AOC holder through a pictorial means acceptable to the authority for that aerodrome; or
- (b) the assigned co-pilot has made a take-off and landing at that aerodrome or while serving as a flight crew member for the AOC holder.

163. Designated special airport qualifications aerodrome limitations

(1) Designated special airport qualifications aerodrome limitations are not applicable if the operation occurs—

- (a) during daylight hours;
- (b) when the visibility is at least 5 km; and
- (c) when the ceiling at that aerodrome is at least 1,000 ft above the lowest initial approach altitude prescribed for an instrument approach procedure.

164. Recurrent training and checking for flight crew members

- (1) An operator shall ensure that—
 - (a) a flight crew member undergoes recurrent training listed in subregulation (2) and a check referred to in subregulation (3) and that all such training and checking is relevant to the type or variant of an aircraft on which the flight crew member operates; and
 - (b) a recurrent training and checking programme is established in the operations manual and approved by the authority.
- (2) Recurrent training referred to in subregulation (1), shall be conducted by the following personnel—
 - (a) suitably qualified personnel ground and refresher training;
 - (b) aeroplane synthetic flight trainer training: by an authorised instructor or in the case of the synthetic flight trainer content schedule, a synthetic flight trainer authorised instructor provided that the authorised instructor or synthetic flight trainer authorised instructor has satisfied experience and knowledge requirements of an operator sufficient to instruct on the items specified in the operations manual;
 - (c) emergency and safety equipment training: by suitably qualified personnel;
 - (d) crew resource management training: by suitably qualified personnel to integrate elements of crew resource management into all phases of recurrent training; and
 - (e) modular crew resource management training: by at least one Crew Resource Management (CRM) trainer acceptable to the authority who may be assisted by experts in order to address specific areas.
- (3) The recurrent training referred to in subregulation (1) shall be conducted by the following personnel—

- (a) operator proficiency check: by a check pilot or flight engineer authorised by the AOC holder and accepted by the authority, as appropriate, or, if the check is conducted in a synthetic flight trainer training device, by check pilot or authorised flight engineer as appropriate; or
 - (b) line checks: by a check pilot of the operator and acceptable to the authority; and
 - (c) emergency and safety equipment checking by suitably qualified personnel acceptable to the authority.
- (4) The period of validity of an operator proficiency check shall be—
- (a) six months in addition to the remainder of the month of issue; or
 - (b) if issued within the final three months of validity of a previous operator proficiency check, extended from the date of issue until six months from the expiry date of that previous operator proficiency check.
- (5) An operator shall ensure that each flight crew member undergoes a line check on the aircraft to demonstrate his or her competence in carrying out normal line operations described in the operations manual.
- (6) The period of validity of a line check referred to in subregulation (5) shall be—
- (a) twelve months, in addition to the remainder of the month of issue; or
 - (b) if issued within the final three months of validity of a previous line check, extended from the date of issue until twelve months from the expiry date of that previous check.
- (7) An operator shall ensure that each flight crew member undergoes training and checking on the location and use of emergency and safety equipment carried.

(8) The period of validity of an emergency and safety equipment check referred to in subregulation (7) shall be—

- (a) twelve months in addition to the remainder of the month of issue; or
- (b) if issued within the final three months of validity of a previous emergency and safety check, extended from the date of issue until twelve months from the expiry date of the previous emergency and safety equipment check.

(9) An operator shall ensure that—

- (a) the elements of CRM are integrated into all appropriate phases of the recurrent training; and
- (b) a flight crew member undergoes specific modular CRM training and all major topics of CRM training shall be covered over a period not exceeding three years.

(10) An operator shall ensure that each flight crew member undergoes ground and refresher training at least every twelve months, if the training is conducted within 3 months prior to the expiry of the twelve months period, the next ground and refresher training shall be completed within twelve months of the original expiry date of the previous ground and refresher training.

(11) An operator shall ensure that each flight crew member under goes aircraft training or synthetic flight trainer training at least every 6 months, if the training is conducted within three months prior to the expiry of the twelve months period, the next aircraft or synthetic flight trainer training shall be completed within 6 months of the original expiry date of the previous aircraft or synthetic flight trainer training.

165. Check pilot training

(1) A person shall not serve nor shall any AOC holder use a person as a check pilot in an aircraft or check pilot in a synthetic flight trainer in a training programme unless, with respect to the aircraft

type involved, the person has satisfactorily completed the appropriate training phases for the aircraft, including recurrent training, that are required to serve as a PIC .

(2) An AOC holder shall ensure that initial ground training for check pilots includes—

- (a) check pilot duties, functions, and responsibilities;
- (b) applicable regulations and the policies and procedures of the AOC holder;
- (c) appropriate methods, procedures and techniques for conducting the required checks;
- (d) proper evaluation of student performance including the detection of—
 - (i) improper and insufficient training; and
 - (ii) personal characteristics of an applicant that could adversely affect safety;
- (e) appropriate corrective action in the case of unsatisfactory checks; and
- (f) approved methods, procedures and limitations for performing the required normal, abnormal and emergency procedures in the aircraft.

(3) Transition ground training for all check pilots shall include the approved methods, procedures and limitations for performing the required normal, abnormal and emergency procedures applicable to the aircraft to which the check pilot is in transition.

(4) An AOC holder shall ensure that the initial and transition flight training for check pilots in an aircraft include—

- (a) training and practice in conducting flight evaluations, from the left and right pilot seats for pilot check pilots in the required normal, abnormal and emergency procedures to ensure competence to conduct flight checks;

- (b) the potential results of improper, untimely or non-execution of safety measures during an evaluation;
- (c) the safety measures, to be taken from either pilot seat for pilot check pilots, for emergency situations that are likely to develop during an evaluation;
- (d) training and practice in conducting flight checks in the required normal, abnormal and emergency procedures to ensure competence to conduct the evaluations checks required by this regulation; and
- (e) training in the operation of synthetic flight trainers to ensure competence to conduct evaluations required by this regulation.

(5) An AOC holder shall accomplish flight training for a check pilot in full or in part in an aircraft, in flight in a synthetic flight trainer, as appropriate.

166. Authorised instructor or synthetic flight trainer and authorised instructor training

(1) A person shall not serve nor shall any AOC holder use a person as an authorised instructor or a synthetic flight trainer authorised instructor in a training programme unless—

- (a) that person has satisfactorily completed initial or transition authorised instructor or a synthetic flight trainer authorised instructor training, as appropriate; and
- (b) within the preceding twenty four months, that person satisfactorily conducts instruction under the observation of an authorised person, an AOC holder's check pilot, an authorised flight engineer, as appropriate, or an examiner employed by the AOC holder.

(2) An AOC holder shall—

- (a) accomplish the observation check for a authorised instructor or a synthetic flight trainer authorised instructor,

in part or in full, in an aircraft, or a synthetic flight trainer;
as appropriate;

- (b) ensure that initial ground training for an authorised instructor and synthetic flight trainer authorised instructor includes the following—
 - (i) the duties, functions, and responsibilities;
 - (ii) applicable regulations and the policies and procedures of the AOC holder;
 - (iii) appropriate methods, procedures and techniques for conducting the required checks; and
 - (iv) proper evaluation of trainee performance including the detection of—
 - (aa) improper and insufficient training; and
 - (bb) personal characteristics of an applicant that could adversely affect safety;
 - (v) appropriate corrective action in the case of unsatisfactory checks;
 - (vi) approved methods, procedures and limitations for performing the required normal, abnormal and emergency procedures in the aircraft; and
 - (vii) except for holders of a flight instructor licence—
 - (aa) the fundamental principles of the teaching-learning process;
 - (bb) teaching methods and procedures; and
 - (cc) the instructor-trainee relationship;
- (c) ensure that the transition ground training for an authorised instructor and synthetic flight trainer authorised instructor includes the approved methods, procedures, and limitations

for performing the required normal, abnormal and emergency procedures applicable to the aircraft to which the authorised instructor is in transition;

- (d) ensure that the initial and transition flight training for an authorised instructor and synthetic flight trainer authorised instructor includes the following—
 - (i) the safety measures for emergency situations that are likely to develop during instruction;
 - (ii) the potential results of improper, untimely or non-execution of safety measures during instruction;
 - (iii) for pilot authorised instructor—
 - (aa) in-flight training and practice in conducting flight instruction from the left and right pilot seats in the required normal, abnormal and emergency procedures to ensure competence as an instructor; and
 - (bb) the safety measures to be taken from either pilot seat for emergency situations that are likely to develop during instruction; and
 - (iv) for authorised flight engineer instructor, in-flight training to ensure competence to perform assigned duties;
- (e) accomplish the flight training requirements for an authorised instructor in full or in part in an aircraft, in flight or in a synthetic flight trainer;
- (f) ensure that the initial and transition flight training for synthetic flight trainer authorised instructor includes the following—
 - (i) training and practice in the required normal, abnormal and emergency procedures to ensure

competence to conduct the flight instruction required by this regulation, where the training and practice are accomplished in full or in part in a synthetic flight trainer; and

- (ii) training in the operation of synthetic flight trainers, to ensure competence to conduct the flight instruction required by this regulation.

167. Authorised instructor qualifications

An AOC holder shall not use a person nor shall any person serve as an instructor in an established training programme unless, with respect to the aircraft type involved, that person—

- (a) holds licences and ratings required to serve as a PIC or a flight engineer;
- (b) has satisfactorily completed the appropriate training phases for the aircraft, including recurrent training, that are required to serve as a PIC or a flight engineer, as applicable;
- (c) has satisfactorily completed the appropriate proficiency, competency and recency of experience checks that are required to serve as a PIC or a flight engineer, as applicable;
- (d) has satisfactorily completed the applicable initial or transitional training requirements and the authority-observed in-flight competency check; and
- (e) holds a Class 1 medical certificate.

168. Check pilot and authorised flight engineer qualifications

An AOC holder shall not use a person, nor shall any person serve as a check pilot or an flight engineer authorised by the AOC holder and approved by the authority in an established training programme unless, with respect to the aircraft type involved, that person—

- (a) holds the pilot licences and ratings required to serve as

PIC or a flight engineer;

- (b) has satisfactorily completed the appropriate training phases for the aircraft, including recurrent training, that are required to serve as a PIC or a flight engineer;
- (c) has satisfactorily completed the appropriate proficiency, competency and recency of experience checks that are required to serve as a PIC or a flight engineer;
- (d) has satisfactorily completed the applicable initial or transitional training requirements and the authority-observed in-flight competency check;
- (e) holds Class I medical certificate; and
- (f) has been approved by the authority for the check pilot or authorised flight engineer duties involved as applicable.

169. Check pilot designation, authorisations and limitations

(1) A person shall not serve nor shall any AOC holder use a person as a check pilot for—

- (a) any flight check unless that person has been designated by the authority, by name for specified function by the authority within the preceding twelve months;
- (b) any check—
 - (i) in an aircraft as a required flight crew member unless that person holds the required flight crew licence and ratings and has completed for the AOC holder all applicable training, qualification and currency requirements under these Regulations applicable to the crew position and the flight operations being checked;
 - (ii) in an aircraft as an observer check pilot unless that person holds the pilot licences and ratings and has completed all applicable training, qualification

and line observation requirements under these Regulations applicable to the position and the flight operations being checked; or

- (iii) in a synthetic flight trainer unless that person has completed or observed with the AOC holder all training, qualification and line observation requirements under these Regulations applicable to the position and flight operations being checked.

(2) For purposes of subregulation (1), a check pilot shall be authorised to—

- (a) conduct proficiency or competency checks, line checks, and special qualification checks;
- (b) supervise the re-establishment of landing currency; and
- (c) supervise any initial operating experience requirements prescribed by the regulations or the authority.

170. Synthetic flight trainer approval

An AOC holder shall not use a synthetic flight trainer for—

- (a) training or checking unless that synthetic flight trainer has been specifically approved for the AOC holder in writing by the authority; or
- (b) any purpose other than that specified in the approval of the authority.

171. Line qualification for check pilot or instructor

A person shall not serve nor shall any air operator certificate holder use a person as a check pilot or synthetic flight trainer instructor unless, within the preceding twelve months before that service, that person has—

- (a) flown at least five flights as a required flight crew member for the type of aircraft involved; or

- (b) observed, in the cockpit, the conduct of two complete flights in the aircraft type to which the person is assigned.

172. Termination of a proficiency, competence or line check

An AOC holder shall not use a crew member or flight operations officer in whose check was terminated in commercial air transport operations until the completion of a satisfactory recheck of that crew member or flight operations officer has been carried out.

173. Recording of crew member qualifications

(1) The AOC holder shall record and maintain for each crew member and flight operations officer, a record of each test and check as required by these Regulations.

(2) A pilot may complete the curricula required by these Regulations concurrently or intermixed with other required curricula, except that completion of each of these curricula shall be recorded separately.

174. Monitoring of training and checking activities

(1) An AOC holder shall forward to the authority, at least five working days prior to the scheduled activity, the dates, location, reporting times and report of all—

- (a) training for which a curriculum is approved in the training programme of the AOC holder; and
- (b) proficiency, competence and line checks so as to enable adequate supervision of its training and checking activities.

(2) Failure to provide the information in subregulation (1) may invalidate the training or check and the authority may require that the training or check be repeated for observation purposes.

175. Eligibility period

(1) A crew member who is required to take a proficiency check, a test or competency check or recurrent training to maintain qualification for commercial air transport operations shall complete the requirements at any time during the eligibility period.

(2) The eligibility period is defined as the three month period including the month prior, the month due, and the month after any due date specified by these Regulations.

(3) Completion of the requirement at any time during the period shall be considered as completed in the month due for calculation of the next due date.

PART VI—FLIGHT OPERATIONS OFFICER OR
FLIGHT DISPATCHER

176. Qualifications of Flight Operations Officer or Flight Dispatcher

(1) A flight operations officer or flight dispatcher, employed in conjunction with an approved method of control and supervision of flight operations shall be licensed in accordance with the Civil Aviation (Personnel Licensing) Regulations, 2022.

(2) In accepting proof of qualifications other than the option of holding of a flight operations officer or flight dispatcher licence, the authority, in accordance with the approved method of control and supervision of flight operations, shall require that, as a minimum, such persons meet the requirements specified in the Civil Aviation (Personnel Licensing) Regulations, 2022 for the flight operations officer or flight dispatcher licence.

(3) A person shall not act as a flight operations officer in releasing a scheduled passenger-carrying commercial air transport operation aircraft unless he or she holds a flight operations officer licence or an Airline Transport Pilot Licence, and is currently qualified by the air operator certificate holder for the operation and type of aircraft used.

(4) A flight operations officer or flight dispatcher shall not be assigned to duty unless he or she has—

- (a) satisfactorily completed the operator-specific training course that addresses all the specific components of its

approved method of control and supervision of flight operations are as specified in regulation 26 of these Regulations;

- (b) made, within the preceding twelve months, at least two qualification flights in the flight crew compartment of an aeroplane over any area for which he or she is authorised to exercise flight supervision and the flight shall include landings at as many aerodromes as practicable;
- (c) demonstrated to the operator a knowledge of—
 - (i) the contents of the operations manual;
 - (ii) the radio equipment in the aeroplanes used; and
 - (iii) the navigation equipment in the aeroplanes used;
- (d) demonstrated to the operator a knowledge of the following details concerning operations for which the officer is responsible and areas in which he or she is authorised to exercise flight supervision—
 - (i) the seasonal meteorological conditions and the sources of meteorological information;
 - (ii) the effects of meteorological conditions on radio reception in the aeroplanes used;
 - (iii) the peculiarities and limitations of each navigation system which is used by the operation; and
 - (iv) the aeroplane loading instructions;
- (e) demonstrated to the operator knowledge and skills related to human performance relevant to dispatch duties; and
- (f) demonstrated to the operator the ability to perform the duties specified in regulation 103 of these Regulations.

(5) A flight operations officer or flight dispatcher assigned to duty shall maintain complete familiarisation with all features of the operation which are pertinent to such duties, including knowledge and skills related to human performance.

(6) A flight operations officer or flight dispatcher shall not be assigned to duty after twelve consecutive months of absence from such duty, unless the provisions of subregulation (4) are met.

177. Initial training for flight operations officer

(1) A person shall not serve nor shall any AOC holder use a person as a flight operations officer unless that person has completed the initial training approved by the authority.

(2) Aircraft initial flight operations officer training shall include the pertinent portions of the operations manual relating to aircraft specific flight preparation procedures, performance, mass and balance, systems, limitations for the aircraft types within the fleet.

(3) An AOC holder shall provide initial aircraft training for flight operations officers that include instruction in at least the following general dispatch subjects—

- (a) normal and emergency communications procedures;
- (b) available sources of weather information;
- (c) actual and prognostic weather charts;
- (d) interpretation of weather information;
- (e) adverse weather phenomena, such as clear air turbulence, wind shear, and thunderstorms;
- (f) notice to Airmen or NOTAM system;
- (g) navigational charts and publications;
- (h) air traffic control and instrument flight rules procedures;

- (i) familiarisation with the operational area;
- (j) characteristics of special aerodromes and other operationally significant aerodromes which the operator uses, such as terrain, approach aids, or prevailing weather phenomena;
- (k) joint flight operations officer and group responsibilities; and
- (l) approved Crew Resource Management (CRM) training for flight operations officers.

(4) An AOC holder shall provide initial aircraft training for flight operations officers that include instruction in at least the following aircraft characteristics—

- (a) general operating characteristics of an aircraft of the AOC holder;
- (b) aircraft specific training with emphasis on the following topics—
 - (i) aircraft operating and performance characteristics;
 - (ii) navigation equipment;
 - (iii) instrument approach and communications equipment; and
 - (iv) emergency equipment;
- (c) flight manual training; and
- (d) equipment training.

(5) An AOC holder shall provide initial aircraft training for flight operations officers that include instruction in at least the following emergency procedures—

- (a) assisting the flight crew in an emergency; and
- (b) alerting of appropriate governmental, company and private agencies.

(6) An AOC holder shall ensure that initial ground training for flight operations officers includes a competence check given by an appropriate supervisor or ground instructor that demonstrates the required knowledge and abilities.

178. Competence checks for flight operations officer

(1) A person shall not serve nor shall any AOC holder use a person as a flight operations officer unless, within the preceding twelve months before that service, such a person passed the competency check, approved by the authority, performing the flight preparation and subsequent duties appropriate to that person's assignment.

(2) Examiners of the flight operations officer referred to under subregulation (1) shall conduct competency checks for flight operations officers to demonstrate that the proficiency level of the candidate is sufficient to ensure the successful outcome of all dispatch operations.

(3) An authorised person shall observe and examine competency checks for flight operations officers.

(4) A competency check for flight operations officers shall include—

- (a) an evaluation of all aspects of the dispatch function;
- (b) a demonstration of the knowledge and abilities in normal and abnormal situations; and
- (c) an observation of actual flights being dispatched.

(5) An examiner of newly hired flight operations officer shall include during initial competency checks, an evaluation of all of geographic areas and types of aircraft the flight operations officer shall be qualified to dispatch.

(6) The authorised person may approve a competency check of representative aircraft types when, in his or her judgement, a check including all types is impractical or unnecessary.

(7) An examiner may limit initial equipment and transition competency checks solely to the dispatch of the types of aircraft on which the flight operations officer is qualifying, unless the check is to simultaneously count as a recurrent check.

(8) An examiner of flight operations officers shall include, during recurrent and re-qualification competency checks, a representative sample of aircraft and routes for which the flight operations officers maintain current qualification.

(9) Subject to subregulation (8), in the event that more than twelve months elapse in which a flight operations or flight dispatcher has been out of the operations duties, the flight operations officer shall re-qualify in accordance with the Civil Aviation (Personnel Licensing) Regulations, 2022.

(10) A flight operations officer shall not qualify in EDTO or other special operations authorised by the authority unless that flight operations officer submits special operations competency checks to the authority.

179. Line observations for flight operations officers

A person shall not serve nor shall any AOC holder use a person as a flight operations officer unless within the preceding twelve months before that service, that person has observed, in the cockpit, the conduct of two complete flights over routes representative of those for which that person is assigned duties.

180. Company procedures indoctrination

(1) A person shall not serve nor shall an AOC holder use a person as a crew member or flight operations officer unless that person has completed the company procedures indoctrination curriculum approved by the authority, which shall include a complete review of operations manual procedures pertinent to the crew member or the duties of the flight operation officer.

(2) An AOC holder shall ensure that all operations personnel are provided with company indoctrination training that covers the following areas—

- (a) organisation, scope of operation and administrative practices of the AOC holder as applicable to crew member assignments and duties;
- (b) appropriate provisions of civil aviation regulations and other applicable regulations and guidance materials;
- (c) policies and procedures of the AOC holder;
- (d) applicable crew member manuals; and
- (e) appropriate portions of the operations manual of the AOC holder.

(3) An AOC holder shall provide a minimum of forty hours of programmed instruction for basic indoctrination training unless a reduction of the hours of instruction is approved by the authority.

181. Recurrent training for flight operations officers

(1) A person shall not serve nor shall an AOC holder use a person as a flight operations officer unless within the preceding twelve months that he or she has completed the recurrent ground curricula approved by the authority.

(2) An AOC holder shall—

- (a) establish and maintain a recurrent training programme, approved by the authority and establish in the operations manual of the AOC holder, to be completed annually by each flight operations officer;
- (b) conduct all recurrent training, of flight operations officers, by suitably qualified personnel;

- (c) ensure that, every twelve months, each flight operations officer receives recurrent training in at least the following—
 - (i) aircraft-specific flight preparation;
 - (i) emergency assistance to flight crews;
 - (ii) crew resource management;
 - (iii) recognition and transportation of dangerous goods; and
 - (iv) may administer each of the recurrent ground and flight training curricula concurrently or intermixed, but shall record completion of each of these curricula separately.

(3) A flight operations officer shall undergo recurrent training relevant to the type or variant of aircraft and operations conducted by the AOC holder.

PART VII—MANUALS, LOGS AND RECORDS

182. Flight manual, Pilot’s Operating Hand book or Owner’s Manual

(1) An operator shall ensure that a flight manual, pilot’s operating hand book or owner’s manual contains the information specified in Civil Aviation (Airworthiness of Aircraft) Regulations, 2022.

(2) The flight manual pilot’s operating hand book or owner’s manual shall be updated by implementing changes made mandatory by the authority.

183. Operator’s maintenance control manual

An operator’s maintenance control manual provided in accordance with Civil Aviation (Air Operator Certification and Administration) Regulation, 2022 which may be issued in separate parts, shall contain the following information—

- (a) a description of the procedures required by Civil Aviation (Air Operator Certification and Administration) Regulations, 2022 including where applicable—
 - (i) a description of the administrative arrangements between the operator and the approved maintenance organisation; and
 - (ii) a description of the maintenance procedures and the procedures for completing and signing a maintenance release when maintenance is based on a system other than that of an approved maintenance organisation;
- (b) names and duties of the qualified person or persons required by the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022;
- (c) a reference to the maintenance programme required by Civil Aviation (Air Operator Certification and Administration) Regulations, 2022;
- (d) a description of the methods used for the completion and retention of the operator’s continuing airworthiness records required by Civil Aviation (Air Operator Certification and Administration) Regulations, 2022;
- (e) a description of the procedures for monitoring, assessing and reporting maintenance and operational experience required by Civil Aviation (Air Operator Certification and Administration) Regulations, 2022;
- (f) a description of the procedures for complying with the service information reporting requirements of the Civil Aviation (Airworthiness of Aircraft) Regulations, 2022;
- (g) a description of procedures for assessing continuing airworthiness information and implementing any resulting actions, as required by Civil Aviation (Air Operator Certification and Administration) Regulations, 2022;

- (h) a description of the procedures for implementing action resulting from mandatory continuing airworthiness information;
- (i) a description of establishing and maintaining a system of analysis and continued monitoring of the performance and efficiency of the maintenance programme in order to correct any deficiency in that programme;
- (j) a description of aircraft types and models to which the manual applies;
- (k) a description of procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified; and
- (l) a description of the procedures for advising the authority of significant in-service occurrences.

184. Maintenance programme

(1) An operator shall ensure that maintenance programme for each aeroplane as required by the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022 shall contain the following information—

- (a) maintenance tasks and the intervals at which these are to be performed, taking into account the anticipated utilisation of the aeroplane;
- (b) where applicable, a continuing structural integrity programme;
- (c) procedures for changing or deviating from paragraphs (a) (b); and
- (d) when applicable, condition monitoring and reliability programme descriptions for aircraft systems, components and engines.

(2) Maintenance tasks and intervals that have been specified as mandatory in approval of the type design shall be identified as such by the operator.

(3) The maintenance programme shall be based on maintenance programme information made available by the State of design or by the organisation responsible for the type design, and any additional applicable experience.

(4) Electronic Aircraft Maintenance Records (EAMR) may be used in accordance with the Civil Aviation (Approved Maintenance Organisation) Regulations, 2022 that address the existence and use of EAMR digital and other paperless forms of maintenance records.

185. Journey log book

(1) An aeroplane journey log book shall contain the following items and the corresponding roman numerals—

- (a) aeroplane nationality and registration;
- (b) date;
- (c) names of crew members;
- (d) duty assignments of crew members;
- (e) place of departure;
- (f) place of arrival;
- (g) time of departure;
- (h) time of arrival;
- (i) hours of flight;
- (j) nature of flight -private, aerial work, scheduled or non-scheduled; and
- (k) incidents, observations, where any signature of person in charge.

(2) Entries in the journey log book shall be made currently and in ink or indelible pencil.

(3) A completed journey log book shall be retained to provide a continuous record of the last six months of operations.

186. Records of emergency and survival equipment carried

(1) An operator shall at all times have available for immediate communication to rescue coordination centers, lists containing information on the emergency and survival equipment carried on board any aeroplane engaged in air navigation.

(2) The information specified in subregulation (1) shall include, as applicable—

- (a) the number, colour and type of life rafts and pyrotechnics;
- (b) details of emergency medical supplies;
- (c) water supplies; and
- (d) the type and frequencies of the emergency portable radio equipment.

187. Portable electronic devices

A PIC or any other crew member shall not permit any person to use, nor shall any person use a portable electronic device on board an aircraft that may adversely affect the performance of aircraft systems and equipment unless—

- (a) IFR operations other than commercial air transport, the PIC allows such a device prior to its use;
- (b) for commercial air transport operations, the AOC holder makes a determination of acceptable devices and publishes that information in the Operations Manual for the crew members use; and
- (c) the PIC informs passengers of the permitted use.

188. Flight recorder records

An operator shall ensure that—

- (a) to the extent possible, in the event the aeroplane becomes involved in an accident or incident, the preservation of all related flight recorder records and, where necessary,

the associated flight recorders, and their retention in safe custody pending their disposition as determined in accordance with the Civil Aviation (Aircraft Accident and Incident Investigation) Regulations, 2022; and

- (b) the requirements for flight recorders and their records specified in the Civil Aviation (Aircraft Instruments and Equipment) Regulations, 2022 are complied with.

PART VIII—CABIN CREW

189. Assignment of emergency duties

(1) An operator shall establish, to the satisfaction of the authority, the minimum number of cabin crew required for each type of aeroplane, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation.

(2) The operator shall assign the functions referred to in subregulation (1) for each type of aeroplane.

190. Cabin crew at emergency evacuation stations

A cabin crew member assigned to emergency evacuation duties shall occupy a seat provided in accordance with the Civil Aviation (Aircraft Instruments and Equipment) Regulations, 2022 during take-off and landing and whenever the PIC so directs.

191. Protection of cabin crew during flight

A cabin crew member shall be seated with a seat belt or, when provided, a safety harness fastened during take-off and landing and whenever the PIC so directs.

192. Training

(1) An operator shall establish and maintain a training programme, approved by the authority, to be completed by all persons before being assigned as a cabin crew member.

(2) Cabin crew members shall complete a recurrent training programme every twelve months.

(3) The training programs established under subregulation (1) shall ensure that each person is—

- (a) competent to execute those safety duties and functions which the cabin crew member is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation;
- (b) drilled and capable in the use of emergency and life-saving equipment required to be carried, such as life jackets, life rafts, evacuation slides, emergency exits, portable fire extinguishers, oxygen equipment, first-aid and universal precaution kits, and automated external defibrillators;
- (c) when serving on aeroplanes operated above 3,000 m or 10,000 ft, knowledgeable as regards the effect of lack of oxygen and, in the case of pressurised aeroplanes, as regards physiological phenomena accompanying a loss of pressurization;
- (d) aware of other crew members' assignments and functions in the event of an emergency so far as is necessary for the fulfilment of the cabin crew member's own duties;
- (e) aware of the types of dangerous goods which may, or may not, be carried in a passenger cabin; and
- (f) knowledgeable about human performance as related to passenger cabin safety duties including flight crew-cabin crew coordination.

(4) In the event that more than twelve months elapse in which a cabin crew member has been out of flying duties, that cabin crew member shall requalify in accordance with the Civil Aviation (Personnel Licensing) Regulations, 2022.

193. Initial aircraft ground training for cabin crew members

(1) A person shall not serve nor shall an AOC holder use a person as a cabin crew member unless that person has completed the initial ground training approved by the authority for the aircraft type.

(2) Initial aircraft ground training for cabin crew members shall include the pertinent portions of the operations manuals relating to aircraft specific configuration, equipment, normal and emergency procedures for the aircraft types within the fleet.

(3) An AOC holder shall have an initial ground training curriculum for cabin crew members applicable to the type of operations conducted and aircraft flown, including at least the following general subjects—

- (a) aircraft familiarisation—
 - (i) aircraft characteristics and description;
 - (ii) cockpit configuration;
 - (iii) cabin configuration;
 - (iv) galleys;
 - (v) lavatories;and
 - (vi) stowage areas;
- (b) aircraft equipment and furnishings—
 - (i) cabin crew member stations;
 - (ii) cabin crew member panels;
 - (iii) passenger seats;
 - (iv) passenger service units and convenience panels;
 - (v) passenger information signs;
 - (vi) aircraft markings; and

- (vii) aircraft placards;
- (c) aircraft systems—
 - (i) air conditioning and pressurisation system;
 - (ii) aircraft communication systems call, interphone and passenger address;
 - (iii) lighting and electrical systems;
 - (iv) oxygen systems flight crew, observer and passenger; and
 - (v) water system;
- (d) aircraft exits—
 - (i) general information;
 - (ii) exits with slides or slide rafts for pre-flight and normal operation;
 - (iii) exits without slides pre-flight and normal operations; and
 - (iv) window exits;
- (e) crew member communication and coordination—
 - (i) authority of PIC;
 - (ii) routine communication signals and procedures; and
 - (iii) crew member briefing;
- (f) routine crew member duties and procedures—
 - (i) crew member general responsibilities;
 - (ii) reporting duties and procedures for specific aircraft;
 - (iii) pre-departure duties and procedures prior to passenger boarding;

- (iv) passenger boarding duties and procedures;
 - (v) prior-to-movement-on-the-surface duties and procedures;
 - (vi) prior-to-take-off duties and procedures applicable to specific aircraft;
 - (vii) in-flight duties and procedures;
 - (viii) prior-to-landing duties and procedures;
 - (ix) movement on the surface and arrival duties and procedures;
 - (x) after-arrival duties and procedures; and
 - (xi) intermediate stops;
- (g) passenger handling responsibilities—
- (i) crew member general responsibilities;
 - (ii) infants, children, and unaccompanied minors;
 - (iii) passengers needing special assistance;
 - (iv) passengers needing special accommodation;
 - (v) carry-on stowage requirements;
 - (vi) passenger seating requirements;
 - (vii) smoking and no-smoking requirements and;
 - (viii) approved Crew Resource Management (CRM) training.

(4) An AOC holder shall have an initial ground training curriculum for cabin crew members applicable to the type of operations conducted and aircraft flown, including at least the following aircraft

specific emergency subjects—

- (a) emergency equipment—
 - (i) emergency communication and notification systems;
 - (ii) aircraft exits;
 - (iii) exits with slides or slide rafts, emergency operation;
 - (iv) slides and slide rafts in a ditching;
 - (v) exits without slides emergency operation;
 - (vi) window exits emergency operation;
 - (vii) exits with tail cones, emergency operation;
 - (viii) cockpit exits emergency operation;
 - (ix) ground evacuation and ditching equipment;
 - (x) first-aid equipment;
 - (xi) portable oxygen systems, oxygen bottles, chemical oxygen generators, protective breathing equipment;
 - (xii) fire-fighting equipment;
 - (xiii) emergency lighting systems; and
 - (xiv) additional emergency equipment;
- (b) emergency assignments and procedures—
 - (i) general types of emergencies specific to aircraft;
 - (ii) emergency communication signals and procedures;
 - (iii) rapid decompression;
 - (iv) insidious decompression and cracked window and pressure seal leaks;
 - (v) fires;

- (vi) ditching;
 - (vii) ground evacuation;
 - (viii) unwarranted evacuation for example, passenger initiated;
 - (ix) illness or injury;
 - (x) abnormal situations involving passengers or crew members;
 - (xi) unlawful interference;
 - (xii) bomb threat;
 - (xiii) turbulence;
 - (xiv) other unusual situations; and
 - (xv) previous aircraft accidents and incidents;.
- (c) aircraft specific emergency drills—
- (i) emergency exit drill;
 - (ii) hand fire extinguisher drill;
 - (iii) emergency oxygen system drill;
 - (iv) flotation device drill;
 - (v) ditching drill, if applicable;
 - (vi) life raft removal and inflation drill, if applicable;
 - (vii) slide raft pack transfer drill, if applicable;
 - (viii) slide or slide raft deployment, inflation, and detachment drill, where applicable; and
 - (ix) emergency evacuation slide drill, where applicable.

(5) An AOC holder shall ensure that initial ground training for cabin crew members includes a competence check to determine the ability of that person to perform assigned duties and responsibilities.

(6) An AOC holder shall ensure that initial ground training for cabin crew members consists of at least the following programmed hours of instruction—

- (a) multi-engine turbine and jet and turbo-fan: thirty two hours; and
- (b) multi-engine reciprocating: sixty hours.

(7) An operator shall ensure that a training programme is completed by all persons before being assigned as a cabin crew member.

(8) Cabin crew members shall complete a recurrent training programme every twelve months.

(9) The training programmes shall ensure that each person is—

- (a) competent to execute the safety duties and functions that the cabin crew is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation;
- (b) drilled and capable in the use of emergency and life-saving equipment required to be carried, such as life jackets, life rafts, evacuation slides, emergency exits, portable fire extinguishers, oxygen equipment, first-aid and universal precaution kits and automated external defibrillators;
- (c) aware of other crew members' assignments and functions in the event of an emergency so far as is necessary for the fulfillment of the cabin crew member's own duties;
- (d) aware of the types of dangerous goods which may, and may not, be carried in a passenger cabin; and
- (e) knowledgeable about human performance as related to passenger cabin safety duties including flight crew-cabin crew coordination.

194. Differences training

(1) Differences training shall be required to gain competence before the cabin crew member is assigned to duty on an aircraft that has differences from the model or series that the crew member is previously qualified on.

(2) The training specified in subregulation (1), shall include the following as a minimum, as applicable to the particular aircraft—

- (a) exits (type, number, location and operation);
- (b) assisting evacuation means (slide, slide-raft, life raft, rope, etc.);
- (c) safety and emergency equipment, including location and operation;
- (d) aircraft systems relevant to cabin crew tasks;
- (e) normal procedures and the related hands-on or simulated exercises;
- (f) abnormal and emergency procedures and the related hands-on or simulated exercises; and
- (g) design-related elements that may impact on normal or emergency procedures such as stairs, smoke curtain, social areas, non-forward facing passenger seats, cargo areas if accessible from the passenger compartment during flight.

(3) The training specified in subregulation (1) and the associated checking shall be accomplished through classroom instruction, computer-based training, as well as hands-on and simulated exercises with a representative training device capable of reproducing the appropriate environment or equipment characteristics, or on an actual aircraft.

195. Competence checks for cabin crew members

(1) A person shall not serve nor shall any AOC holder use a person as a cabin crew member unless, within the preceding twelve months before that service, that person has passed the competency check approved by the authority performing the emergency duties appropriate to that person's assignment.

(2) Examiners shall conduct competency checks for cabin crew members to demonstrate that the proficiency level of the candidate is sufficient to successfully perform assigned duties and responsibilities.

(3) A qualified supervisor or inspector approved by the authority shall observe and evaluate competency checks for cabin crew members.

(4) Examiners shall include during each cabin crew member competency check a demonstrated knowledge of—

- (a) emergency equipment: emergency communication and notification systems—
 - (i) aircraft exits;
 - (ii) exits with slides or slide rafts emergency operation;
 - (iii) slides and slide rafts in a ditching;
 - (iv) exits without slides emergency operation;
 - (v) window exits emergency operation;
 - (vi) exits with tail cones emergency operation;
 - (vii) cockpit exits emergency operation;
 - (viii) ground evacuation and ditching equipment;
 - (ix) first-aid equipment;
 - (x) portable oxygen systems (oxygen bottles, chemical

- oxygen generators, protective breathing equipment or PBE;
- (xi) fire-fighting equipment;
- (xii) emergency lighting systems; and
- (xiii) additional emergency equipment;
- (b) emergency procedures—
 - (i) general types of emergencies specific to aircraft;
 - (ii) emergency communication signals and procedures;
 - (iii) rapid decompression;
 - (iv) insidious decompression and cracked window and pressure seal leaks;
 - (v) fires;
 - (vi) ditching;
 - (vii) ground evacuation;
 - (viii) unwarranted evacuation, for example that is passenger initiated;
 - (ix) illness or injury;
 - (x) abnormal situations involving passengers or crew members;
 - (xi) turbulence; and
 - (xii) other unusual situations;
- (c) emergency drills—
 - (i) location and use of all emergency and safety equipment carried on the aircraft;
 - (ii) the location and use of all types of exits;

- (iii) actual donning of a lifejacket where fitted;
- (iv) actual donning of protective breathing equipment;
and
- (v) actual handling of fire extinguishers;
- (d) crew resource management—
 - (i) decision making skills;
 - (ii) briefings and developing open communication;
 - (iii) inquiry, advocacy, and assertion training; and
 - (iv) workload management;
- (e) dangerous goods—
 - (i) recognition of and transportation of dangerous goods;
 - (ii) proper packaging, marking, and documentation; and
 - (iii) instructions regarding compatibility, loading, storage and handling characteristics;
- (f) security—
 - (i) unlawful interference; and
 - (ii) disruptive passengers.

(5) An operator shall establish and maintain a cabin crew training programme that is designed to ensure that a person who receives training, acquires the competency to perform his or her assigned duties and includes or makes reference to a syllabus for the training programme in the operator's operations manual.

(6) The training programme shall include Human Factors training.

196. Arming of automatic emergency exits

A person shall not cause an aircraft carrying passengers to be moved on the surface, take-off or land unless each automatically deployable emergency evacuation assisting means installed on the aircraft is ready for evacuation.

197. Accessibility of emergency exits and equipment

A person shall not allow carry-on baggage or other items to block access to the emergency exits when the aircraft is moving on the surface, during take-off or landing, or while passengers remain on board.

198. Stops where passengers remain on board

(1) A PIC shall ensure that where passengers remain on board the aircraft—

- (a) all engines are shut down;
- (b) at least one floor level exit remains open to provide for the evacuation of passengers where necessary; and
- (c) there is at least one person who is qualified in the emergency evacuation of the aircraft and who has been identified to the passengers on board as responsible for the passenger safety is immediately available.

(2) When refuelling with passengers on board, the PIC or a designated representative of the AOC holder shall ensure that the operations manual procedures of the AOC holder are followed.

199. Familiarisation flight for Cabin crew

(1) A person training as a cabin crew member shall—

- (a) perform the functions of a cabin crew member for a minimum of two flights under the supervision of either a cabin crew instructor, in-charge cabin crew member, or line checker;
- (b) complete the familiarisation flight training within a period

not exceeding ninety days of fulfilling the requirements of the ground and skills training portion of the operator's training programme; and

- (c) not serve or form part of the required minimum operating cabin crew member.

(2) Familiarisation flight training shall form part of the training record for each cabin crew member.

(3) Familiarisation flight training shall include the following, as a minimum—

- (a) cabin crew tasks as determined by the operator including, but not limited to—
 - (i) pre-flight and post-flight tasks such as participation in briefings, conducting pre-flight checks, reviewing documentation;
 - (ii) a review of abnormal and emergency situations, associated procedures, safety and emergency equipment; and
 - (iii) normal operations, safety and security-related procedures;
- (b) cabin crew stations for take-off and landing such as seating assignments for persons conducting the familiarisation flights and for the cabin crew trainees;
- (c) familiarisation flight and for the cabin crew trainees; and
- (d) crew communication procedures including the use of interphone and public address system.

(4) An AOC holder shall define situations which may prompt the termination of a familiarisation flight training and these situations may include but not limited to the following—

- (a) any abnormal or emergency situation;

- (b) any situation involving acts of unlawful interference;
- (c) an incapacitation of the person who conducts the familiarisation flight; or
- (d) any other situation preventing the cabin crew trainee from completing the familiarisation flight training.
- (5) The authority may authorise—
 - (a) a familiarisation flight to be conducted as part of a revenue flight with passengers on board; or
 - (b) a familiarisation flight to be conducted for group familiarisation flights during non-revenue flights.

(6) Where a new start-up AOC holder does not have personnel qualified and authorised to conduct familiarisation flights, the AOC holder shall establish a criteria acceptable to the authority for an appropriate supervision on and special procedures for the conduct of familiarisation flight training for the purpose of initial certification.

200. Recurrent training for cabin crew members

- (1) An operator shall ensure that—
 - (a) a cabin crew member undergoes recurrent training, covering the actions assigned to each cabin crew member in normal and emergency procedures and drills relevant to the type or variant of aircraft on which they operate as specified in this regulation; and
 - (b) the recurrent training and checking programme, approved by the authority includes theoretical and practical instruction together with individual practice as provided in this regulation.

(2) The period of validity of recurrent training and the associated checking required by this regulation shall be twelve months in addition to the remainder of three months of issue.

(3) Where issued within the final three calendar months of validity of a previous check, the period of validity shall extend from

the date of issue until twelve months from the expiry date of that previous check.

- (4) An operator shall ensure that—
 - (a) recurrent training required under this regulation is conducted by suitably qualified persons;
 - (b) that every twelve months, the programme of practical training includes the following—
 - (i) emergency procedures including pilot incapacitation;
 - (ii) evacuation procedures including crowd control techniques;
 - (iii) touch-drills by each cabin crew member for opening normal and emergency exits for passenger evacuation;
 - (iv) the location and handling of emergency equipment, including oxygen systems, and the donning by each cabin crew member of lifejackets, portable oxygen and protective breathing equipment;
 - (v) first aid and the contents of the first aid kit;
 - (vi) stowage of articles in the cabin;
 - (vii) security procedures;
 - (viii) incident and accident review; and
 - (ix) crew resource management;
 - (c) at intervals not exceeding three years, recurrent training for cabin crew members includes—
 - (i) the operation and actual opening of all normal and emergency exits for passenger evacuation in an aeroplane or representative training device;

- (ii) demonstration of the operation of all other exits including cock pit windows; and
 - (iii) the training of cabin crew member undergoing realistic and practical training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aeroplane shall include—
 - (aa) each cabin crew member extinguishing a fire characteristic of an aeroplane interior fire except that, in the case of Halon extinguishers, an alternative extinguishing agent may be used; and
 - (bb) the donning and use of protective breathing equipment or PBE by each cabin crew member in an enclosed, simulated smoke-filled environment;
 - (iv) use of pyrotechnics, actual or representative devices; and
 - (v) demonstration of the use of the life-raft or slide-raft, where fitted; and
- (d) all appropriate requirements in these Regulations are included in the training of cabin crew members.

PART IX—SECURITY

201. Security of the flight crew compartment

(1) In all aeroplanes which are equipped with a flight crew compartment door, the flight crew compartment door shall be capable of being locked and means shall be provided by which cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin.

- (2) All passenger-carrying aeroplanes—
 - (a) of a maximum certificated take-off mass in excess of 54,500 kilograms;
 - (b) of a maximum certificated take-off mass in excess of 45,500 kilograms with a passenger seating capacity greater than nineteen; or
 - (c) with a passenger seating capacity greater than sixty,

shall be equipped with an approved flight crew compartment door that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorised persons, and the door shall be capable of being locked and unlocked from either station of the pilot.

(3) In all aeroplanes which are equipped with a flight crew compartment door in accordance with subregulation (2)—

- (a) the door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorised persons; and
- (b) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behavior or potential threat.

(4) All passenger-carrying aeroplanes shall be equipped with an approved flight crew compartment door, where practicable, that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorised persons., and the door shall be capable of being locked and unlocked from either station of the pilot.

(5) In all aeroplanes which are equipped with a flight crew compartment door in accordance with subregulation (4)—

- (a) the door shall be closed and locked from the time all external doors are closed following embarkation until the door is opened for disembarkation, except when necessary to permit access and egress by authorised persons; and
- (b) means shall be provided for monitoring from either station of the pilot of the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.

202. Aeroplane search procedure checklist

(1) An operator shall ensure that there is on board a checklist of the procedures to be followed in searching for a bomb in case of suspected sabotage and for inspecting aeroplanes for concealed weapons, explosives or other dangerous devices when a well-founded suspicion exists that the aeroplane may be the object of an act of unlawful interference.

(2) The checklist shall be supported by guidance on the appropriate course of action to be taken should a bomb or suspicious object be found and information on the least-risk bomb location specific to the aeroplane.

203. Training programmes

(1) An operator shall establish and maintain an approved security training programme which ensures crew members act in the most appropriate manner to minimise the consequences of acts of unlawful interference.

(2) As a minimum, approved security training programme shall include the following elements—

- (a) determination of the seriousness of any occurrence;
- (b) crew communication and coordination;
- (c) appropriate self-defense responses;
- (d) use of non-lethal protective devices assigned to crew

members whose use is authorised by the authority;

- (e) understanding of behaviour of terrorists so as to facilitate the ability of crew members to cope with hijacker behaviour and passenger responses;
- (f) live situational training exercises regarding various threat conditions;
- (g) flight crew compartment procedures to protect the aeroplane; and
- (h) aeroplane search procedures and guidance on least-risk bomb locations where practicable.

(3) An operator shall establish and maintain a training programme to acquaint appropriate employees with preventive measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aeroplane so that they contribute to the prevention of acts of sabotage or other forms of unlawful interference.

204. Reporting acts of unlawful interference

Following an act of unlawful interference, the PIC shall submit, without delay, a report of such an act to the designated local authority.

205. Provisions for stowing of weapons

(1) Specialised means of attenuating and directing the blast shall be provided for use at the least-risk bomb location.

(2) Where the operator accepts the carriage of weapons removed from passengers, the aeroplane shall have provision for stowing the weapons so as to be inaccessible to any person during flight time.

PART X—DANGEROUS GOODS AND CARGO COMPARTMENT SAFETY

206. Carriage of dangerous goods by air

An operator with or without a specific approval to transport dangerous

goods by air shall comply with the requirements for the safe transport of dangerous goods by air as specified in the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022 and the Civil Aviation (Safe Transport of Dangerous Goods by Air) Regulations, 2022.

207. Cargo compartment safety

An operator shall not operate an aeroplane unless he or she complies with the requirements for cargo compartment safety as specified in the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022.

PART XI—GENERAL

208. Application for exemptions

(1) A person or operator may apply to the authority for an exemption from a provision of these Regulations.

(2) An application for an exemption shall be made in accordance with the requirements of these Regulations and an application for such exemption shall be submitted and processed in a manner prescribed by the authority in the applicable technical guidance material.

(3) A request for an exemption shall contain the applicant's—

- (a) name;
- (b) physical address and mailing address;
- (c) telephone number;
- (d) fax number where available; and
- (e) email address.

(4) The application shall be accompanied by a fee prescribed by the authority in the applicable aeronautical information circulars for technical evaluation.

209. Exemption

(1) The authority may, upon consideration of the circumstances of the application for exemption, issue an exemption providing relief from specified provisions of these Regulations, provided that—

- (a) the authority finds that the circumstances presented warrant the exemption; and
- (b) a level of safety shall be maintained equal to that provided by the Regulations from which the exemption is sought.

(2) The exemption referred to in subregulation (1), may be terminated or amended at any time by the authority.

(3) A person or operator who receives an exemption shall have a means of notifying the management and appropriate personnel performing functions subject to the exemption.

(4) All entries in records required to be maintained by or under these Regulations shall be made in a permanent and indelible ink.

(5) A person shall not purport to issue any approvals, authorisations or exemptions under these Regulations unless he or she is authorised by the authority to do so.

(6) A person shall not issue any approval, authorisation or exemption of the kind referred to in subregulation (4) unless he or she has satisfied himself or herself that all statements in the certificate are correct, and that the applicant is qualified to hold that certificate.

210. Possession of the licence, certificate, approval or authorisation

(1) A holder of a licence, certificate, approval or authorisation issued by the authority shall have in his or her physical possession or at the work station when exercising the privileges of that licence, certificate, approval or authorisation.

(2) A crew member of a foreign registered aircraft shall hold a valid licence, certificate or authorisation and have in his or her physical possession or at the work station when exercising the privileges of that licence, certificate, approval or authorisation.

211. Inspection of licences, certificates, approval, authorisation or exemption

A person who holds a licence, certificate, approval, authorisation or exemption required by these Regulations shall present the licence, certificate, approval, authorisation for inspection upon a request from the authority or any other person authorised by the authority.

212. Change of address

(1) A holder of a licence, certificate, approval, authorisation, exemption or any other such document issued under these Regulations shall notify the authority of any change in the physical and mailing address and shall do so in the case of—

- (a) physical address, at least fourteen days before the change; and
- (b) mailing address, upon the change.

(2) A person who does not notify the authority of the change in the physical address within the time frame specified in subregulation (1) shall not exercise the privileges of the licence, certificate, approval, authorisation.

213. Replacement of licence, certificate, approval, authorisation or exemption

A person may apply to the authority in a form and manner determined by the authority in the applicable technical guidance material for replacement of documents issued under these Regulations when such documents are lost or destroyed.

214. Suspension and revocation of licence, certificate, approval authorisation or exemption

(1) The authority may, where the authority considers it to be in public interest, suspend provisionally, pending further investigation, any licence, certificate, authorisation, exemption or any such other document issued under these Regulations.

(2) The authority may, upon the completion of an investigation which has shown sufficient ground to the satisfaction of the authority and where the authority considers it to be in public interest, revoke, suspend or vary any licence, certificate, approval, authorisation, exemption or any other document issued or granted under these Regulations.

(3) The authority may, where the authority considers it to be in public interest, prevent any person or aircraft from flying.

(4) A holder or any person having the possession or custody of any licence, certificate, approval, authorisation, exemption or any such other documents which have been revoked, suspended or varied under these Regulations shall surrender the licence, certificate, approval, authorisation, exemption or such other documents to the authority within fourteen days from the date of revocation, suspension or variation.

(5) The breach of any condition subject to which any licence, certificate, authorisation, exemption or any such other document has been granted or issued under these Regulations shall render the document invalid during the continuance of the breach.

215. Use and retention of licence, certificate, authorisation and records

(1) A person shall not—

(a) use any licence, certificate, approval, authorisation, exemption or such other document issued or required under these Regulations which has been forged, altered, revoked, or suspended or to which that person is not

entitled;

- (b) forge or alter any licence, certificate, approval, authorisation, exemption or any such other document issued or required by, or under these Regulations;
- (c) lend any licence, certificate, approval, authorisation, exemption or any such other document issued or required under these Regulations to any other person; or
- (d) make any false representation for the purpose of procuring for himself or herself or any other person the issue, renewal or variation of the licence, certificate, approval, authorisation, exemption or any such other document.

(2) During the period for which it is required under these Regulations to be preserved, a person shall not mutilate, alter, render illegible or destroy any records, or any entry made therein, required by or under these Regulations to be maintained or knowingly make or procure or assist in the making of, any false entry in any such record, or willfully omit to make a material entry in such record.

(3) All records required to be maintained under these Regulations shall be recorded in a permanent and indelible ink.

(4) A person shall not purport to issue any licence, certificate, approval, authorisation or any such other document for the purpose of these Regulations unless he or she is authorised to do so under these Regulations.

(5) A person shall not issue any licence, certificate, approval, authorisation, exemption or any such other document of the kind referred to in these Regulations unless he or she has satisfied himself or herself that all statements in the licence, certificate, approval, authorisation any such other document are correct, and that the applicant is qualified to hold that licence, certificate, approval, authorisation or any such

other document.

216. Reports of violation

(1) Where a person becomes aware of act in contravention to these Regulations, the person shall report the act to the authority.

(2) Subject to subregulation (1), the authority shall determine the nature and type of any additional investigation or enforcement action that shall be taken.

217. Enforcement of directives

(1) A person who fails to comply with any directive given to him or her by the authority or by any authorised person under these Regulations shall be deemed for the purposes of these Regulations to have contravened that provision.

(2) The authority shall take enforcement action on any regulated entity that fails to comply with these Regulations.

(3) An inspector of the authority holding valid delegations shall take necessary actions to preserve safety where an undesirable condition has been detected.

- (4) The action referred to in subregulation (2) may include—
- (a) in the case of a regulated entity, imposition of operating restrictions until such a time the existing undesirable condition has been resolved; or
 - (b) in case of a licensed personnel, require that the individual does not exercise the privileges of the licence until such a time that the undesirable condition has been resolved.

(5) In carrying out enforcement actions pursuant to the provisions of subregulation (3), the inspectors of the authority shall invoke the powers with due care and act in good faith in the interest of preserving safety.

218. Aeronautical user fees

(1) The authority may notify applicants of the fees to be charged in connection with the issue, validation, renewal, extension or variation of any licence, certificate, authorisation, exemption or such other document, including the issue of a copy thereof, or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by, or for the purpose of these Regulations any orders, notices or proclamations made thereunder.

(2) The authority shall not refund such payment.

219. Application of Regulations to government and visiting forces

(1) These Regulations shall apply to aircraft, not being military aircraft, belonging to or exclusively employed in the service of the government, and for the purposes of such application, the department or other authority for the time being responsible for management of the aircraft shall be deemed to be the operator of the aircraft, and in the case of an aircraft belonging to the government, to be the owner of the interest of the government in the aircraft.

(2) Except as otherwise expressly provided, the marine, military and air force authorities and members of any visiting force and property held or used for the purpose of such a force shall be exempt from the provisions of these Regulations to the same extent as if the visiting force formed part of the military force of Uganda.

220. Extra- territorial application of these Regulations

Except where the context otherwise requires, the provisions of these Regulations shall—

- (a) in so far as they apply, whether by express reference or otherwise, to aircraft registered in Uganda, apply to such aircraft wherever they may be;
- (b) in so far as they apply, whether by express reference or otherwise, to other aircraft, apply to such aircraft when it is within Uganda;

- (c) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything by any person in, or by any of the crew of, any aircraft registered in Uganda, shall apply to such persons and crew, wherever they may be; and
- (d) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything in relation to any aircraft registered in Uganda by other persons shall, where such persons are citizens of Uganda, apply to them wherever they may be.

221. Offences and penalties

(1) A person who contravenes the provisions of these Regulations specified in Schedule 4 to these Regulations may have his or her licence, certificate, approval, authorisation, exemption or such other document revoked or suspended.

(2) Where any provision of these Regulations, orders, notices or proclamations made there under is contravened in relation to an aircraft, the operator of that aircraft and the PIC, when the operator or, the PIC is not the person who contravened that provision the person shall, without prejudice to the liability of any other person under these Regulations for that contravention, be deemed for the purposes of the following provisions of this Regulation to have contravened that provision unless he or she proves that the contravention occurred without his or her consent or connivance and that he or she exercised all due diligence to prevent the contravention

(3) Where it is proved that an act or omission of any person, which would otherwise have been a contravention by that person of a provision of these Regulations, orders, notices or proclamations made there under was due to any cause not avoidable by the exercise of reasonable care by that person, the act or omission shall be deemed not to be a contravention by that person of that provision.

(4) Where a person is charged with contravening a provision of these Regulations, orders, notices or proclamations made there under by reason of his or her having been a member of the flight crew of an aircraft on a flight for the purpose of commercial air transport operations, the flight shall be treated, without prejudice to the liability of any other person under these Regulations, as not having been for that purpose where he or she proves that he or she neither knew nor had reason to know that the flight was for that purpose.

(5) A person who contravenes any provision of these Regulations, orders, notices or proclamations made thereunder not being a provision referred to in subregulation (3) shall, upon conviction, be liable to a fine, and in the case of a continuing contravention, each day of the contravention shall constitute a separate offence.

(5) Where an aircraft is involved in a contravention and the contravention is by the owner or operator of the aircraft, the aircraft shall be subject to a lien for the penalty.

(6) An aircraft subject to a lien for the purpose of subregulation (5) may be seized by and placed in the custody of the authority.

(7) An aircraft referred to under subregulation (6), shall be released from custody of the authority upon—

- (a) payment of the penalty or the amount agreed upon in compromise;
- (b) deposit of a bond in such amount as the authority may prescribe in the applicable aeronautical information circular, conditioned upon payment of the penalty or the amount agreed upon in compromise; and
- (c) receiving an order of the court to that effect.

(8) The authority and any person specifically authorised by name or any police officer not below the rank of inspector specifically authorised by name by the Minister, may compound offences

under Part A of Schedule 4 to these Regulations by assessing the contravention and requiring the person reasonably suspected of having committed the offence to pay to the authority a sum not exceeding one hundred currency points.

(9) Where a person contravenes any provision specified in Part B of Schedule 4 to these Regulations, upon conviction is liable to a fine not less than the equivalent in sum of not exceeding one hundred currency points or to imprisonment for a term of twelve months or both.

(10) A person who contravenes any provision specified as an “A” provision in Schedule 4 to these Regulations commits an offence and shall on conviction be liable to a fine not exceeding fifty currency points for each offence or each flight or to imprisonment for a term not exceeding one year or both.

(11) A person who contravenes any provision specified as a “B” provision in Schedule 4 to these Regulations commits an offence and shall on conviction be liable to a fine not exceeding one hundred currency points for each offence or each flight or to imprisonment for a term not exceeding three years or both.

(12) A person who contravenes any provisions of these Regulations not being a provision referred to in Schedule 4 to these Regulations, commits an offence and is liable on conviction to a fine not exceeding 100 currency points and in the case of a second or subsequent conviction for the same offence to a fine not exceeding 200 currency points.

(13) Where any person is aggrieved by any order made under these Regulations, he or she may, within twenty-one days of such order being made, appeal against the order to a higher court and the relevant provisions of the Criminal Procedure Code Act, shall apply *mutatis mutandis*, to every such appeal as if it were an appeal against a sentence passed by a High Court in the exercise of its original jurisdiction.

222. Revocation of S.I. No. 32 of 2020, saving and transitional

(1) The Civil Aviation (Operation of Aircraft - Commercial Air Transport Aeroplane) Regulations, 2020 are revoked.

(2) A licence, certificate, authorisation, permit, exemption or other approval granted by the authority under the Regulations revoked by subregulation (1) and which is in force immediately before the commencement of these Regulations, shall have effect and shall continue in force as if granted under these Regulations, until it expires or is cancelled by the authority.

(3) Notwithstanding the continuance of any licence, certificate, authorisation, permit, exemption or other approval under subregulation (2), a person who, at the commencement of these Regulations is carrying out any act, duty or operation affected by these Regulations shall, within six months from the commencement of these Regulations, or within such longer period as the Minister may, by notice in the Gazette prescribe, comply with the requirements of these Regulations.

(4) Notwithstanding regulation 221, a person granted a licence, certificate, authorisation, permit, exemption or other approval, continued under subregulation (2) who does not comply with the requirements of these Regulations within the time prescribed under subregulation (3), shall have the licence, certificate, authorisation cancelled by the authority.

SCHEDULES

SCHEDULE 1

regulation 3

CURRENCY POINT

A currency point is equivalent to twenty thousand Shillings.

SCHEDULE 2

regulation 114

ADDITIONAL REQUIREMENTS FOR APPROVED OPERATIONS BY SINGLE-ENGINE TURBINE-POWERED AEROPLANES AT NIGHT AND/OR IN INSTRUMENT METEOROLOGICAL CONDITIONS (IMC)

Airworthiness and operational requirements provided in accordance with these Regulations shall satisfy the following:

1. TURBINE ENGINE RELIABILITY

- 1.1 Turbine engine reliability shall be shown to have a power loss rate of less than 1 per 100,000 engine hours.

Note.— Power loss in this context is defined as any loss of power, the cause of which may be traced to faulty engine or engine component design or installation, including design or installation of the fuel ancillary or engine control systems.

- 1.2 The operator shall be responsible for engine trend monitoring.

- 1.3 To minimise the probability of in-flight engine failure, the engine shall be equipped with:

- (a) an ignition system that activates automatically, or is capable of being operated manually, for take-off and landing and during flight, in visible moisture;
- (b) a magnetic particle detection or equivalent system that monitors the engine, accessories gearbox, and reduction gearbox, and which includes a flight deck caution indication; and
- (c) 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.

2. SYSTEMS AND EQUIPMENT

Single-engine turbine-powered aeroplanes approved to operate at night and/or in IMC shall be equipped with the following systems and equipment intended to ensure continued safe flight and to assist in achieving a safe forced landing after an engine failure, under all allowable operating conditions—

- (a) two separate electrical generating systems, each one capable of supplying all probable combinations of continuous in-flight electrical loads for instruments, equipment and systems required at night and/or in IMC;
- (b) a radio altimeter;
- (c) an emergency electrical supply system of sufficient capacity and endurance, following loss of all generated power to as a minimum—
 - (1) maintain the operation of all essential flight instruments, communication and navigation systems during a descent from the maximum certificated altitude in a glide configuration to the completion of a landing;
 - (2) lower the flaps and landing gear, if applicable;
 - (3) provide power to one pitot heater, which must serve an air speed indicator clearly visible to the pilot;
 - (4) provide for operation of the landing light specified in 2 (j);
 - (5) provide for one engine restart, if applicable; and
 - (6) provide for the operation of the radio altimeter;
- (d) two attitude indicators, powered from independent sources;
- (e) a means to provide for at least one attempt at engine re-start;
- (f) airborne weather radar;
- (g) a certified area navigation system capable of being programmed with the positions of aerodromes and safe forced landing areas, and providing instantly available track and distance information to those locations;

- (h) for passenger operations, passenger seats and mounts which meet dynamically-tested performance standards and which are fitted with a shoulder harness or a safety belt with a diagonal shoulder strap for each passenger seat;
- (i) in pressurised aeroplanes, sufficient supplemental oxygen for all occupants for descent following engine failure at the maximum glide performance from the maximum certificated altitude to an altitude at which supplemental oxygen is no longer required;
- (j) a landing light that is independent of the landing gear and is capable of adequately illuminating the touchdown area in a night forced landing; and
- (k) an engine fire warning system.

3. MINIMUM EQUIPMENT LIST

The authority shall require the minimum equipment list of the operator approved in accordance with the provision , regulations to specify the operating equipment required for night and/or IMC operations, and for day/VMC operations.

4. FLIGHT MANUAL INFORMATION

The flight manual shall include limitations, procedures, approval status and other information relevant to operations by single-engine turbine-powered aeroplanes at night and/or in IMC.

5. EVENT REPORTING

- 5.1 The operator approved for operations by single-engine turbine-powered aeroplanes at night and/or in IMC shall report all significant failures, malfunctions or defects to the authority who in turn will notify the State of design.
- 5.2 The authority shall review the safety data and monitor the reliability information so as to be able to take any actions necessary to ensure that the intended safety level is achieved.
- 5.3 The authority shall notify major events or trends of particular concern to the appropriate Type Certificate Holder and the State of design.

6. OPERATOR PLANNING

- 6.1 Operator route planning shall take account of all relevant information in the assessment of intended routes or areas of operations, including the following—
- (a) the nature of the terrain to be over flown, including the potential for carrying out a safe forced landing in the event of an engine failure or major malfunction;
 - (b) weather information, including seasonal and other adverse meteorological influences that may affect the flight; and
 - (c) other criteria and limitations as specified by the authority.
- 6.2 The operator shall identify aerodromes or safe forced landing areas available for use in the event of engine failure, and the position of these shall be programmed into the area navigation system.

Note 1.— A ‘safe’ forced landing in this context means a landing in an area at which it can reasonably be expected that it will not lead to serious injury or loss of life, even though the aeroplane may incur extensive damage.

Note 2.— Operation over routes and in weather conditions that permit a safe forced landing in the event of an engine failure is not required for aeroplanes under Regulation 115. The availability of forced landing areas at all points along a route is not specified for these aeroplanes because of the very high engine reliability, additional systems and operational equipment, procedures and training requirements specified in this Schedule.

7. FLIGHT CREW EXPERIENCE, TRAINING AND CHECKING

- 7.1 The authority shall prescribe the minimum flight crew experience required for night/IMC operations by single-engine turbine-powered aeroplanes.
- 7.2 The operator’s flight crew training and checking shall be appropriate to night and/or IMC operations by single engine turbine-powered aeroplanes, covering normal, abnormal and emergency procedures

and, in particular, engine failure, including descent to a forced landing in night and/or in IMC conditions.

8. ROUTE LIMITATIONS OVER WATER

The authority shall apply route limitation criteria for single-engine turbine-powered aeroplanes operating at night and/or in IMC on over water operations if beyond gliding distance from an area suitable for a safe forced landing/ditching having regard to the characteristics of the aeroplane, seasonal weather influences, including likely sea state and temperature, and the availability of search and rescue services.

9. OPERATOR CERTIFICATION OR VALIDATION

The operator shall demonstrate the ability to conduct operations by single-engine turbine-powered aeroplanes at night and/or in IMC through a certification and approval process specified by the authority.

SCHEDULE 3

regulation.....

LOCATION OF AN AEROPLANE IN DISTRESS

1. PURPOSE AND SCOPE

Location of an aeroplane in distress aims at establishing, to a reasonable extent, the location of an accident site within a 6 NM radius.

2. OPERATION

- 2.1 An aeroplane in distress shall automatically activate the transmission of information from which its position can be determined by the operator and the position information shall contain a time stamp. It shall also be possible for this transmission to be activated manually. The system used for the autonomous transmission of position information shall be capable of transmitting that information in the event of aircraft electrical power loss, at least for the expected duration of the entire flight.
- 2.2 An aircraft is in a distress condition when it is in a state that, if the aircraft behavior event is left uncorrected, can result in an accident. Autonomous transmission of position information shall be active when an aircraft is in a distress condition. This will provide a high probability of locating an accident site to within a 6 NM radius. The operator shall be alerted when an aircraft is in a distress condition with an acceptable low rate of false alerts. In case of a triggered transmission system, initial transmission of position information shall commence immediately or no later than 5 seconds after the detection of the activation event.

Note 1.— Aircraft behaviour events can include, but are not limited to, unusual attitudes, unusual speed conditions, collision with terrain and total loss of thrust/propulsion on all engines and ground proximity warnings.

Note 2.— A distress alert can be triggered using criteria that may vary as a result of aircraft position and phase of flight. Further

guidance regarding in-flight event detection and triggering criteria may be found in the EUROCAE ED-237, Minimum Aviation System Performance Specification (MASPS) for Criteria to Detect In-Flight Aircraft Distress Events to Trigger Transmission of Flight Information.

- 2.3 When an aircraft operator or an Air Traffic Service Unit (ATSU) has reason to believe that an aircraft is in distress, coordination shall be established between the ATSU and the aircraft operator.
- 2.4 The State of the operator shall identify the organisations that will require the position information of an aircraft in an emergency phase. These shall include, as a minimum—
 - (a) Air Traffic Service Unit(s) (ATSU); and
 - (b) SAR rescue coordination center(s) (RCC) and sub-centers.
- 2.5 When autonomous transmission of position information has been activated, it shall only be able to be deactivated using the same mechanism that activated it.
- 2.6 The accuracy of position information shall, as a minimum, meet the position accuracy requirements established for ELTs.

SCHEDULE 4

Regulation 221

CONTRAVENTION OF SPECIFIED REGULATIONS OF THESE REGULATIONS

REG. NO.	TITLE	PART
7	Use of Psychoactive substances	B
9	Registration markings	A
10	Airworthiness and safety precautions	B
11	Certificate of airworthiness	A
12	Inoperative instruments and equipment	A
13	Aircraft flight manual, marking and placard requirements	A
14	Required aircraft and equipment inspection	A
15	EFB	A
16	Documents to be carried on aircraft	A
17	Production of documents	A
18	Preservation of documents	A
19	Insurance	B
20	Stowaways	A
21	Co-ordination of activities potentially hazardous to civil aircraft	B
22	Power to prohibit or restrict flying or landing or taking off	A
23	Balloons, kites and airships	A
24	Imperiling the safety of persons and property	B
25	Operating considerations and facilities	B

26	Operational Certification and Supervision-Air Operator Certificate	B
27	Surveillance of Operations by a Foreign Operator	B
28	Operations Manual Inspections	B
29	Operating Instructions-General	A
30	In-flight simulation in emergency situations.	A
31	Checklists	A
32	Altimeter settings	B
33	Operation of radio in aircraft	A
34	Minimum Flight Altitude	A
35	Aerodrome Operating Minima	A
36	Category II and Category III Operations-General Operating Rules	A
37	Category II and Category III Operations Manual	A
38	Threshold Crossing Height for 3D Instrument Approach Operations	A
39	Fuel and Oil Records	B
40	Crew-PIC	A
41	Pre-Flight Action	A
42	Loading of Aircraft	A
43	Stowage of Baggage and Cargo	A
44	Passengers	A
45	Required Passenger Briefings	A
46	Carriage of Persons with Reduced Mobility	A
47	Exit row seating	A
48	Passenger seat belts	A
49	Passenger seat backs	A

50	Stowage of food, beverage and passenger service	A
51.	Securing of items of mass in passenger compartment	A
52.	Unacceptable conduct	B
53.	Alcohol or drugs	B
54.	Carriage of munitions of war	B
55.	Prohibition against carriage of weapons	B
56.	Least risk bomb location and stowage of weapons	B
57.	Passenger compliance with instructions	A
58.	Denial of transportation	A
59.	Passenger information signs	A
60.	Carriage of persons without compliance with passenger carrying requirements	A
61.	Evacuation capability	A
62.	Flight preparations	A
63.	Operational flight planning	A
64.	En-route limitations-all engines operating	A
65.	En-route limitations- one engine inoperative	A
66.	En-route limitations- three or more engines, two engines inoperative	A
67.	Take-off alternate aerodrome	A
68.	En-route alternate aerodromes	A
69.	Destination alternate aerodromes	A
70.	Continuation of flight when destination aerodrome is temporarily restricted- commercial air transport	A
71.	Restriction of suspension of operations- commercial air transport	A
72.	Meteorological conditions- VFR flights	A

73.	Meteorological conditions-IFR flights	A
74.	Visibility or cloud base	A
75.	Icing conditions	A
76.	Fuel requirements	B
77.	Inflight fuel management	B
78.	Refueling with passengers on board	B
79.	Oxygen supply	B
80.	Time capability of cargo compartment fire suppression system	B
81.	Inflight procedures-aerodrome operating minima	A
82.	Meteorological observations	A
83.	Harzardous flight conditions	A
84.	Flight crew members at duty stations	A
85.	Use of oxygen	B
86.	Safeguarding of cabin crew and passengers in pressurised aeroplanes in the event of loss of pressurization	A
87.	Inflight operational instructions	A
88.	Instrument flight procedures	A
89.	Instrument flight rules take-off minima	A
90.	Instrument approach procedures and instrument flight rules landing minima	A
91.	Compliance with visual and electronic glide slopes	A
92.	Commencing an instrument approach	A
93.	Threshold crossing height for precision approaches	A
94.	Operation below decision height or minimum descent altitude	A

95.	Landing during instrument meteorological conditions	A
96.	Execution of a missed approach procedure	A
97.	Minimum altitudes for use of an autopilot	A
98.	Minimum flight altitudes	A
99.	Receiver failure	A
100.	Aeroplane operating procedures for noise abatement	B
101.	Aeroplane operating procedures for rates of climb, descent and landing performance	A
102.	Duties of PIC	A
103.	Duties of flight operations officer or flight dispatcher	A
104.	Additional requirements for operations by aeroplanes with turbine engines beyond 60 minutes to an en-route alternate aerodrome including extended diversion time operations (EDTO)	B
105.	Requirements for extended diversion time operations (EDTO)	B
106.	Maximum distance from an adequate aerodrome for two-engine aeroplanes without EDTO specific approval	B
107.	Carry-on baggage	A
108.	Additional requirements for single pilot operations under the instrument flight rules or IFR or at night	B
109.	Managing Fatigue -related safety risks	A
110.	General.	A
111.	Performance limitation of aeroplanes above 5700kilograms certificated after 13 th June, 1960	A
112.	Mass limitations	B
113.	Obstacle data	A

114.	Additional requirements for operations of single-engine turbine-powered aeroplanes at night or in Instrument Meteorological Conditions (IMC).	A
115.	Aeroplane Instruments, Equipment and Flight Documents	A
116.	Composition of flight crew	B
117.	Radio operator	B
118.	Flight engineer	B
119.	Flight Navigator	B
120.	One pilot qualified to perform flight engineer functions	A
121.	Flight Crew member emergency duties	A
122.	Flight crew member training programmes	A
123.	Duties during critical phases of flight	A
124.	Manipulation of the controls	B
125.	Access for Aircraft Inspection	A
126.	Admission to the Cockpit	B
127.	Qualifications- recent experience- Pilot In Command and Co-Pilot	A
128.	Pilot operating limitations and pairing requirements	A
129.	Recent experience cruise relief pilot	A
130.	PIC, area, route and aerodrome qualification	A
131.	PIC aeronautical experience- small aircraft	A
132.	Co-pilot license requirements	B
133.	Pilot age restriction	B
134.	Pilot in Command license requirement, turbojet, turbofan or large aircraft	B
135.	Pilot proficiency checks	A

136.	Single pilot operations under the Instrument Flight Rules (IFR) or at night	A
137.	Pilot authorisation in lieu of a type rating	A
138.	Licenses Required	B
139	Pilot qualifications	B
140	Fitness of crew members	B
141	Specific approval required for CAT II or III operations	B
142	Recording of flight time	A
143	Completion of the technical logbook	A
144	Reporting mechanical irregularities	A
145	Reporting of facility and navigation aid inadequacies	A
146	Pilot privileges and limitations	B
147	Flight crew equipment	A
148	Crew resource management or CRM Training	A
149	Initial emergency equipment drills	B
150	Initial aircraft ground training- flight crew member	A
151	Initial flight training- flight crew member	A
152	Initial specialised operations training	A
153	Aircraft differences training	A
154	Use of synthetic flight trainers	A
155	Aircraft and instruments proficiency checks	A
156	Introduction of new equipment or procedures	A

157	Flight engineer proficiency checks	A
158	Supervised line flying -pilots	A
159	Supervised line flying- flight engineers	A
160	Route and area checks- pilot qualification	A
161	Low minimum authorisation-PIC	B
162	Designated special aerodromes-PIC qualification	A
163	Designated special airport qualifications aerodrome limitations	A
164	Recurrent training and checking-flight crew members	A
165	Check pilot training	A
166	Authorised instructor or synthetic flight trainer and authorised instructor training	A
167	Authorised instructor qualifications	A
168	Check pilot and authorised flight engineer qualifications	A
169	Check pilot designation, authorisations and limitations	A
170	Synthetic flight trainer approval	A
171	Line qualification- check pilot and instructor	A
172	Termination of a proficiency, competence or line checks	A
173	Recording of crew member qualifications	A
174	Monitoring of training and checking activities	A
175	Eligibility period	A
176	Qualifications of Flight Operations Officer or Flight Dispatcher	A

177	Initial training- Flight operations officer	A
178	Competence checks- Flight operations officer	A
179	Line observations -Flight operations officer	A
180	Company procedure indoctrination	A
181	Recurrent training -Flight operations officer	A
182	Flight manual, Pilot Operating Hand book or Owner's Manual.	A
183	Operator's maintenance control manual	A
184	Maintenance Programme.	A
185	Journey log book	A
186	Records of emergency and survival equipment carried.	A
187	Portable electronic devices	A
188	Flight recorder records	A
189	Assignment of emergency duties	A
190	Cabin crew at emergency evacuations stations	A
191	Protection of cabin crew during flight	A
192	Training	A
193	Initial aircraft ground training-Cabin crew members	A
194	Differences Training	A
195	Competency checks- Cabin crew members	A
196	Arming of automatic emergency exits	A
197	Accessibility of emergency exits and equipment	A
198	Stops where passengers remain on board	A
199	Supervised line experience- Cabin crew	A
200	Recurrent training- Cabin crew members	A

201	Security of the flight crew compartment	B
202	Aeroplane search procedure checklist.	A
203	Training Programmes	A
204	Reporting acts of unlawful interference	B
205	Provisions for stowing of weapons	B
206	Carriage of Dangerous Goods by air	B
207	Cargo compartment Safety	A
208	Application for exemptions	A
209	Exemption	B
210	Possession of the license certificate approval, authorisation or exemption	A
211	Inspection of licenses, certificates, approval, authorisation or exemption	A
212	Change of address	A
213	Replacement of license, certificate, approval, authorisation or exemption	A
214	Suspension or revocation of license, certificate, approval, authorisation or exemption	B
215	Use and retention of license, certificate, authorisation and records	B
216	Reports of violation	A
217	Enforcement of directives	A
218	Aeronautical user fees	A
219	Application of regulations to government and visiting forces	A
220	Extra territorial application of these regulations	B
221	Contravention of regulations	B

Cross References

Criminal Procedure Act, Cap. 116

Civil Aviation (Aircraft Accident and Incident Investigation) Regulations, 2022 S.I. No. 66 of 2022

Civil Aviation (Aircraft Instruments and Equipment) Regulations, 2022 S.I. No. 75 of 2022

Civil Aviation (Aircraft Nationality and Registration Marking) Regulations, 2022 S.I. No. 76 of 2022

Civil Aviation (Airworthiness of Aircraft) Regulations, 2022 S.I. No. 77 of 2022

Civil Aviation (Approved Maintenance Organisations) Regulations, 2022 S.I. No. 78 of 2022

Civil Aviation (Air Operator Certification and Administration) Regulations, 2022 S.I. No. 80 of 2022

Civil Aviation (Commercial Air Transport Operations by Foreign Air Operator within Uganda) Regulations, 2022 S.I. No. 81 of 2022

Civil Aviation (Fatigue Management) Regulations, 2022 S.I. No. 82 of 2022

Civil Aviation (Personnel Licensing) Regulations, 2022 S.I. No. 89 of 2022

Civil Aviation (Rules of the Air) Regulations, 2020 S.I. No. 15 of 2020

Civil Aviation (Safety Management Systems) Regulations, 2022 S.I. No. 91 of 2022

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